

**IN THIS ISSUE . . .**

*Cracking a Bottleneck*

•

*Revised Regulations For Air Freight Forwarders*

•

*U. S. Air Cargo Statistics*

•

*and many other features of interest and practical value to air shippers*




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# *From The Readers*

Needless to say, I am a constant reader of the industry periodicals and always give *Air Transportation* high priority on my reading time, due to the stimulating and thought-provoking effect always produced doing so.

Being a member of the Air Freight Forwarders Association, your June issue naturally had even greater appeal to me—particularly the article on an Airline-Forwarder Council, and that portion of your opening remarks, " . . . readers will find revealing," which in my opinion is the understatement of the year.

As an air freight forwarder, I am completely delighted with the expressed interest on the part of so many of the airline cargo executives, and sincerely believe that those who may still be a little dubious as to the merits of such a council will, upon reflection, concede that there are a great many areas where the airlines and forwarders can and should work together in order to obtain the best service possible for their respective customers. This type of constructive and progressive joint action can only result in mutual benefits, serving the best interest of the customer, and will not in any manner whatsoever affect the acknowledged direct competition with which we are both faced.

You are to be congratulated, Mr. Budd, for bringing this vitally important subject to the attention of your readers. It must have delighted the hearts of those air freight veterans who are constantly urging the industry to become of age—for the best interest of all concerned.

Robert W. Hopes
Asst. to the President
General Air Freight, Inc.
Chicago, Ill.

* * *

I read your Publisher's Letter in the June, 1960, issue of *Air Transportation* with more than considerable interest. I would just like to say that I agree with your observations wholeheartedly and I sincerely hope that the Civil Aeronautics Board might take some appropriate action as a result of reading your letter.

In my position, I regularly request photostatic copies of other air freight forwarders quarterly and semi-annual reports. I agree with you that it is not possible to make a comparison between these reports and that they paint a very misleading picture of the air freight forwarder industry as a whole. I believe that if you have ever looked at the reports of Western Transportation Co., Inc. d/b/a/W.T.C. Air Freight, that you will find our reports to be quite accurate and I can assure you that they reflect the true operating picture of the company.

I am sure that you have done the industry a great service with your publisher's letter. Keep up the good work.

M. G. Montgomery
General Manager
W.T.C. Air Freight
Los Angeles, Cal.




The charter market in Europe is reported as being on the brisk side of activity, although most of it is heavily weighted towards passengers, especially ships' crews. Lambert Brothers, Ltd., London, pointed out that "as a result of Sabena's requirements for additional aircraft to supplement its own fleet during the present troubles in the Congo, there has been a shortage of four-engined aircraft for prompt business in Europe; nevertheless, a reasonable amount of fixtures have been concluded." The company added that "charterers are beginning to face the fact that rates have hardened on the Far East route, and several enquiries which had been the subject of prolonged negotiations were at last fixed, and fresh business continued to come forward for end-July movement." Among the charters fixed by Lambert is a weekly airlift of 7,800 kilos of freight, London to Milan.

---

Congratulations on a great issue in June . . .

J. A. Forsacka
Los Angeles, Calif.

* * *

It gives me great pleasure to read *Air Transportation*. There is much I learn from it.

Miguel A. Ortiz
President-Treasurer
Acme Air Cargo Cubana S. A.
Havana, Cuba

* * *

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R. A. Cooke
Mgr., Traffic Dept.
American Newspaper Publishers Assn.
New York, N. Y.

* * *

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Harry J. Phieffer
Owner
Air Cargo Expediters
New York, N. Y.

* * *

*Air Transportation* is always welcome and valuable reading.

William S. Starck
Philadelphia, Pa.

* * *

The magazine is very useful to our operation.

Nicholas Anton
President
Anton Electronic Labs
Brooklyn, N. Y.

* * *

I find *Air Transportation* very interesting.

Clarence M. Berry
Traffic Manager
Denison Engineering Div.
American Brake Shoe Co.
Columbus, Ohio

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**John F. Budd**
Editor and Publisher

*Editorial*
**Richard Malkin**
Executive Editor

*Advertising*
**William E. Budd**
Ass't to the Publisher

**Viola Castang,** Assistant Editor

**Alba F. Block,** Business Manager

**Frank W. Budd,** Circulation Manager

**Keith H. Evans & Associates**
West Coast Advertising Representative
3723 Wilshire Blvd., Los Angeles 5, Calif.
Phone: DUnkirk 8-2981

**J. B. Tratsart, Ltd.**
United Kingdom Sales Representative
168A, Greenford Road
Harrow, Middlesex, England

AIR TRANSPORTATION is published by Import Publications, Inc., Ten Bridge Street, New York 4, N. Y.; also publishers of *Custom House Guide*, *American Import & Export Bulletin*, and *Air Shippers' Manual*. Reprinting of any article or portion of an article appearing in this magazine without written permission, is strictly forbidden. AIR TRANSPORTATION is available on microfilm. For information contact publications office. Advertising rates, circulation and distribution data are listed in Business Publication Rates & Data, Classification 148, Standard Rate & Data Service, Inc. Such data may also be obtained from the Publisher or Publisher's Representative.

EXECUTIVE OFFICES
10 BRIDGE ST., NEW YORK 4, N. Y.
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Vol. 37, No. 2 August, 1960

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# AIR COMMERCE

DOMESTIC . . . INTERNATIONAL AIR CARGO

VOL. 37 AUGUST, 1960 No. 2


# Riddle Control Goes to Hewitt Group; Big Logair Contract Won

Six million shares of Riddle Airlines common stock has been acquired by a group headed by Robert M. Hewitt, president of the all-cargo airline. The purchase, which placed the Hewitt group in control of the company, was made from Arthur Vining Davis, retired chairman of the Aluminum Company of America, who reportedly is retaining approximately 600,000 shares. The airline has 11,430,905 shares of common stock outstanding.



Hewitt
*In control*

Hewitt also announced that the Military Air Transport Service has awarded the airline a three-year contract which Riddle expects will bring it from $20 million to $25 million. The contract calls for a daily guaranteed schedule of 12,600 miles.

Logair is a scheduled airline cargo operation, under contract with the military, which supplies the needs of various branches of the Air Force. Hewitt stated that Riddle will haul bulky freight within the United States for the Air Materiel Command.

Already underway—it started July 1—Riddle is operating Patterns I, II and III of Logair with a fleet of 10 C-46s. According to Hewitt, five British-manufactured AW-650 *Argosy* propjet airfreighters will be delivered to the airline "in the last quarter of 1960." *(March 1959 AT; Page 24)*. Each *Argosy* will replace two C-46s.

(*Concluded on Page* 14)

## PRESSTIME NEWS FLASHES

- Plans for the merger of United Air Lines and Capital Airlines have been announced. Merger, contingent on CAB approval, actually is an acquisition of Capital by United.
- Charles S. Thomas, TWA president, has resigned his office. No successor has been named.

Complete stories on the above will appear in *Air Transportation* next issue.

## TWA is Converting Six Jetstreams to All-Cargo

Half a dozen of Trans World Airlines' *Jetstreams* will undergo conversion to all-cargo configuration, giving another boost to the air carrier's current push towards winning a larger slice of the freight market.



Dunlap
*More freighters*

Samuel C. Dunlap, vice president-cargo sales and market development, announced that the airline will spend $1.5 million converting the 350-mile-an-hour, 6,300-mile-range transports. They will be added to TWA's present *Super-Constellation* freighter fleet, swelling it to a total of 14.

(*Concluded on Page* 12)

## Bragdon Takes Durfee Seat

General John Stewart Bragdon recently took his oath of office as a member of the Civil Aeronautics Board, succeeding the Hon. James R. Durfee who resigned to take his seat as a Judge of the United States Court of Claims *(May 1960 AT; Page 6)*. Durfee had served as chairman of the CAB for four years. Bragdon will serve for the remainder of the term which expires next December 31.

Since 1955, Bragdon has served as special assistant to President Eisenhower.

A native of Pittsburgh, he is a graduate of the United States Military Academy (1915), receiving his M.S. degree from the Carnegie Institute of Technology

(*Concluded on Page* 12)

## 50-Ton Capacity Freighter Version of 707 Possible

The Boeing Airplane Company announced at a press conference in New York that, contingent on an order for at least 10 aircraft, it will be able to put a 100,000-pound capacity jetfreighter into the air in 18 months. The plane it has in mind is its Model 735, an all-cargo version of the successful 707 passenger-cargo jet.

According to a company spokesman, the jetfreighter can be built in regulation airframe or swingtail. The 735 would have an operating cost of about 3¢ per ton-mile, or 1¢ per ton-mile lower than the most economical cargoplane flying today. Nonstop range of the plane was given as 3,000 miles. Its price was reported to be $6,125,000.

Boeing also introduced at the press conference its new film, *Air Freight Distribution*, which will be distributed to airlines for showings to business groups. It discusses the economics of air shipping, with emphasis on the total cost concept. It includes case histories of American Optical, Renault, Raytheon, and other firms, all important users of air freight.

(Editor's Note: Although the film was produced for Boeing, one of its credits was to Donald Douglas. The name was merely a coincidence.)

## Mass. Port Authority Seeks Reduced Charges

The Massachusetts Port Authority has charged that Boston's Logan International Airport is being discriminated against in the matter of trucking rates on air freight shipments. In a letter addressed to Leonard J. Duggan, chairman of the Standing Rate Committee of the New England Motor Rate Bureau, the Authority's traffic manager, Ignatius C. Goode, claimed that the discrimination favors other airports, including those in the New York metropolitan area.

Goode stated that the rates of motor carriers hauling air freight to and from Logan were higher than for freight to other points in East Boston. The higher charge is an "arbitrary"—a transportation industry term—because it is not assessed on shipments to the Boston airport when air freight is not involved.

The Authority pointed out that in 1959 Logan handled a total of 53 million pounds of air freight. In the first four months of 1960, an increase of 17% over the corresponding period of 1959 was registered.

The New England Motor Rate Bureau Tariff publishes per hundredweight arbitraries of 25¢, 19¢, 14¢ and 12¢, depending on the weight of the shipment, when

(*Continued on Page* 14)

## Renewed Tension Kills US-Soviet Airline Talk

For the time being nothing further will be done about establishing a direct commercial airline route between the United States and the Soviet Union. The United States Government has made it clear to the Soviet that deterioration of relations is the cause of the decision to postpone negotiations.

Several months ago, the Soviet Government indicated its willingness to start negotiations with the United States to open direct air transportation services between Moscow and New York *(May 1960 AT; Page 6)*. Pan American World Airways is the only United States air carier certificated to fly to the Russian capital.




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## Air France Becomes TAI's General Agent

Air France, which previously had served as general sales agent for TAI (Transports Aeriens Intercontinentaux), has been appointed as the airline's general agent in North America. Henri J. Lesieur, general manager of the North and Central American & Caribbean Division of Air France, who issued the announcement, said that under the new arrangement Air France will take over total responsibility for the sales, traffic, public relations and promotional activities of TAI. TAI operates a Los Angeles-Tahiti route via Honolulu.



Lesieur
*Air France-TAI*

## USAF Providing Airlift In Foreign Emergencies

Political and civil emergencies have kept the United States Air Force hopping in recent weeks.

Three C-54 cargoplanes from the Canal Zone hauled some 40,000 pounds of medical supplies, blankets and cots to Guatemala to help the survivors of a fire which gutted a city insane asylum. Two hundred and twenty-five persons perished in the fire, and 300 were injured.

Of considerably greater importance was the USAF role in the United Nations airlift in the Congo. In the first week, C-130s and C-124s had transported 3,500 troops of four other nations with 300 tons of equipment into the strife-torn area. They also flew in approximately 400 tons of flour, plus an unspecified amount of communications and transport equipment.

## Expanded REA Service At 14 Illinois Points

Railway Express Agency has put into effect "faster, more direct, and economical" air express service at 13 points in Illinois.

R. G. Adams, REA's general agent at Evanston, announced that the agency's facilities in that city have become part of the REA terminal pickup and delivery area of the Chicago airports. In addition, the following communities have been included in the direct air express system; Fort Sheridan; Glencoe; Highland Park; Highwood; Hubbard Woods; Kenilworth; Morton Grove; Niles; Northfield; Ravina; Skokie; Wilmette; Winnetka.

Formerly air express shipments moving to and from shippers and receivers at the 14 points were routed via downtown Chicago, then transported via train or over-the-road truck to Evanston. As the revised service is constituted, shipments are expedited directly between the Evanston area and the Chicago airports, eliminating the extra surface haul. REA said:

"Simultaneously, local shippers and receivers will enjoy the benefits of lower transportation costs, as surface-haul charges which formerly applied to such shipments are eliminated. The minimum savings per shipment will be $2.57 with greater economies possible on heavier shipments."




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## North Atlantic Freight Shows a Sharp Increase

The International Air Transport Association has released official first-quarter statistics which show the 17 scheduled international airlines operating over the North Atlantic to have registered booming rises during that period.

Hauling a total of 10,072,899 kilograms (22,107,423 pounds) in both directions, the air carriers produced an increase of 51.9% over the same period of 1959. IATA pointed out that in the January-March 1959 period, as compared with the same quarter of 1958, the increase had been 37%.

It is known that the second quarter also has produced sizable increases, but IATA has not released any official totals. During the second quarter, the new schedule of lower specific commodity rates went into effect.

Following is the statistical breakdown of the record established during Jan.-March 1960. Charters are not included.

**Eastbound**

| | Scheduled Flights | Kilos Flown |
|---|---|---|
| January | 997 | 1,433,071 |
| February | 936 | 1,516,584 |
| March | 1,004 | 1,726,942 |
| **Total** | **2,937** | **4,676,597** |

**Westbound**

| | | |
|---|---|---|
| January | 987 | 1,564,503 |
| February | 921 | 1,806,696 |
| March | 988 | 2,025,103 |
| **Total** | **2,896** | **5,396,302** |

**Both Directions**

| | | |
|---|---|---|
| January | 1,984 | 2,997,574 |
| February | 1,857 | 3,323,280 |
| March | 1,992 | 3,752,045 |
| **Total** | **5,833** | **10,072,899** |

## 12 Airlines Are Awarded MATS Airlift Contracts

Some 12,200 military passengers and 554 tons of military mixed traffic (passengers and/or cargo) will be hauled by a dozen civil air carriers for the three-month period ending September. These new contracts bring MATS awards to civil airlines to almost $129.5 million during fiscal 1960 and through next month.

The following air carriers will participate in the military airlift in the Atlantic, Pacific, or Alaskan areas (amounts of contracts in parentheses): Overseas National Airways ($637,612.70); The Flying Tiger Line ($462,349.80); Slick Airways ($243,796.50); Trans International Airlines ($105,901.30); Twentieth Century Airlines ($97,069.00); World Airways ($91,027.20); Capitol Airways ($80,316.30); Alaska Airlines ($66,369.60); California Hawaiian Airlines ($37,596.24); Hawaiian Airlines ($32,356.50); Trans World Airlines ($30,437.40); Seaboard & Western Airlines ($28,500.00).

## Another Air Union Delay

It is anticipated that the operational start of the airline consortium known as Air Union will not take place at the end of October as previously reported abroad. The air carriers involved—Air France, Alitalia, Lufthansa, and Sabena—are in agreement, but their governments have not concluded the political side of the pact.

## Latin American Union Wins Some Adherents

Representatives of Colombia, Chile and Peru have voted to adopt a regional pact which would bring about the formation of a union of the airlines of their countries. Meeting in Lima last month, the delegates recommended establishment of Flota Aérea Latinoamericana within a period of one year. Their recommendations require legislative approval in each country.

An earlier issue of *Air Transportation* reported that Panama and Venezuela were interested in organizing a Latin American airline *(May 1960; Page 6)*. These countries were represented among a group of observers who attended the meeting, which also included Argentina, Cuba, Ecuador, El Salvador, Guatemala, Haiti, Mexico, and Uruguay.

The majority of the Latin American nations are reported to view the plan with a distinct lack of enthusiasm.

## Agricultural Traffic Rising, American Says

American Airlines, the world's No. 1 carrier of air freight, reports that fruit, vegetables and similar fresh agricultural products are being airlifted from the West Coast to markets in the East in "sharply increasing volume."

The air carrier said that Eastbound produce tonnage hauled in 1959 was 1,500% above the 1957 total. It predicts that by 1964 AA will carry nearly 350% more produce than it did last year. The 1964 total is foreseen as reaching over 340,000 ton-miles.




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COPENHAGEN→KUWAIT→LISBON
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## BOAC Jetcargo Record

W. O. Greenway, United States cargo sales manager for British Overseas Airways Corp., last month claimed for his company the No. 1 spot for having airlifted the largest individual shipment of revenue freight aboard a Boeing 707. Consigned by Decca Navigator Co., New Malden, England, the shipment consisted of 66 packages of navigational equipment, weighing 8,983 pounds. Total weight aboard the passenger-cargo jet plane: 9,963 pounds.



Greenway
*Happy report*

## Klumpp Heads DLH Cargo

Hellmuth F. Klumpp has taken over the important post of manager of the Freight and Mail Department of Lufthansa. Headquartered in Cologne, he succeeds Wolf Werner Wilzer.

Klumpp's most recent position was that of sales manager for Germany for Air Express International Corp. Prior to that he was associated with KLM in that country, serving in a number of capacities including managerships of the Freight Department at Nuremberg and Frankfurt, and assistant freight manager for Germany. He was with the Dutch airline for a period of 10 years.



Klumpp
*Cargo chief*

## SAS Appointed Sales Agent for Iranair

Warren E. Kraemer, first vice president of Scandinavian Airlines System, announced that SAS has been named North American and Northern Latin American general sales agent for Iranair. The Scandinavian air carrier will promote traffic over the Iranian airline's system which serves 39 European and Asian cities. In addition to regular passenger-cargo services, Iranair operates two weekly freighter flights from points in Europe to Teheran via Ankara.



Kraemer
*SAS-Iranair*

## One Pool Working Well, Another One in the Wind

British Overseas Airways Corp. reported that during the peak season of the summer, 200 North Atlantic flights a week will be operated by itself and its pool partners, Air India, Qantas, and Trans-Canada Air Lines.

In another part of the world, BOAC is expected to operate in pool with South African Airways, Central African Airways, and East African Airways. The pool arrangement, which will replace separate agreements between the British carrier and the others, is expected to become effective on United Kingdom-Africa runs in October.

## TWA JETSTREAMS

(*Continued from Page 6*)

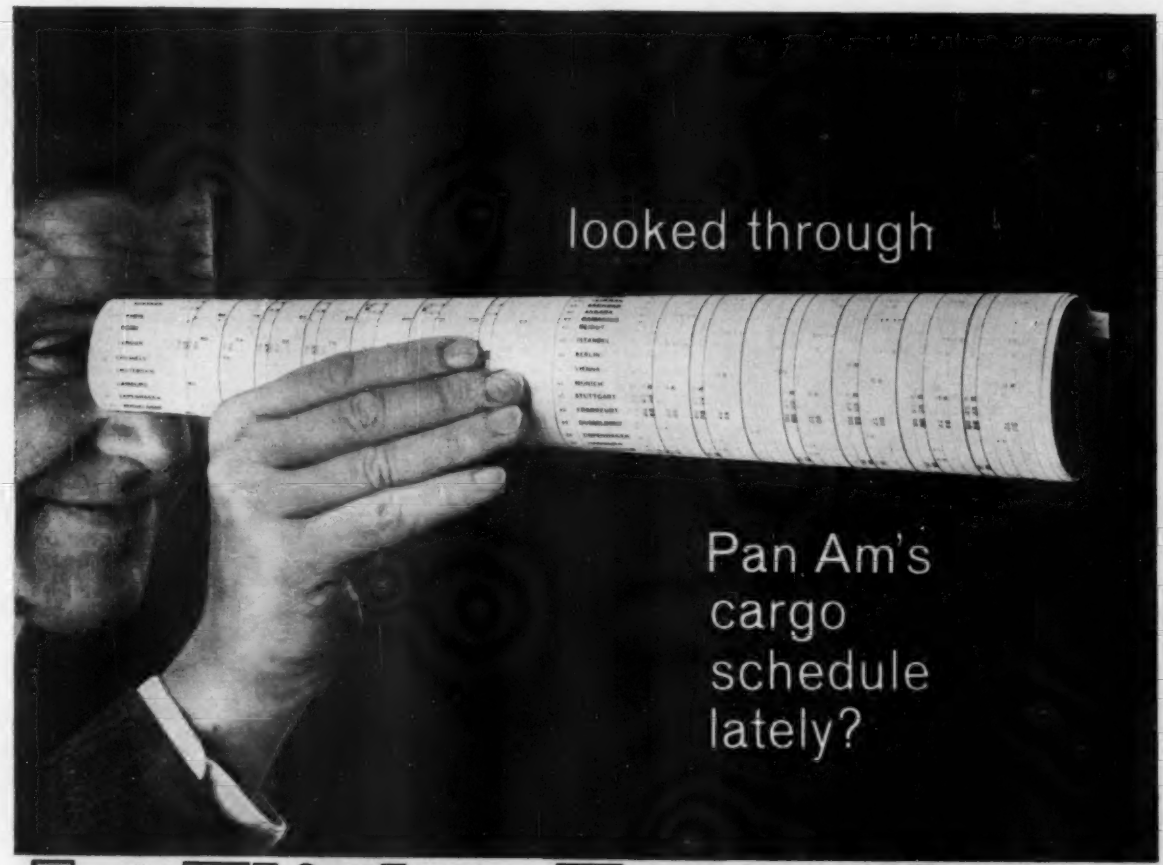
"The introduction of these cargoplanes will enable TWA to offer considerably stepped-up airfreighter service between New York and London, Paris, Rome, Milan, Frankfurt, Zurich and Geneva," Dunlap stated.

Under the modification program, the main cargo door will measure 106.5" x 74", opening upwards to an angle of 165°. This will allow consignments of up to 108" x 86.25" x 54" to be loaded into the plane. Forward cargo door will measure 56.5" x 72", permitting shipments as large as 120" x 54" x 52" to pass through.

## BRAGDON

(*Continued from Page 6*)

(1923), and completed Command and General Staff School (1928). Commissioned as a second lieutenant in 1915, he performed distinguished service in the United States and various parts of the world, retiring from active service in 1951 as major general. At the time of his retirement he was deputy chief of the United States Army Engineers.




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*Trade Mark, Reg. U. S. Pat. Off.

## RIDDLE CONTROL TO HEWITT GROUP

(*Continued from Page 6*)




The AW-650 *Argosy* propjet which will replace Riddle's C-46 freighters.

Cruising speed of the British freighter is 300 miles per hour at altitudes up to 25,000 feet. An end-loading freighter with big doors at the front and rear, it reportedly hauls up to 13½ long tons of freight. At the time of its purchase by Riddle, it was pointed out by the airline that the propjet would cut by about 30% the operating cost of the C-46, provide savings through simplified loading and unloading, and save at least 20% on handling.

Following are the daily patterns Riddle cargoplanes are following for AMC:

*Pattern I* — Originating Tinker AFB, Okla.; Blytheville AFB, Ark.; Robins AFB, Ga.; Turner AFB, Ga.; MacDill AFB, Fla.; Homestead AFB, Fla.; Patrick AFB, Fla.; McCoy AFB, Fla.; Hunter AFB, Ga.; Robins AFB; Sewart AFB, Tenn.; Blytheville AFB; terminating Tinker AFB.

*Pattern II* — Originating Tinker AFB; Barksdale AFB, La.; Columbus AFB, Miss.; Robins AFB, Ga.; Seymour Johnson AFB, N. C.; Dover AFB, Dela.; Olmstead AFB, Pa.; Westover AFB, Mass.; Down AFB, Me.; Loring AFB, Me.; Plattsburgh AFB, N. Y.; Griffis AFB, N. Y.; Olmstead AFB; Charleston AFB, S. C.; Robins AFB; Columbus AFB; Barksdale AFB; terminating Tinker AFB.

*Pattern III*—Originating Tinker AFB; Wright-Patterson AFB, Ohio; Griffis AFB; Westover AFB; Pease AFB, N. H.; Down AFB, Me.; Westover AFB; Peace N. H.; Dow AFB; Loring AFB; Plattsburgh AFB; Griffis AFB; Wright-Patterson AFB; terminating Tinker AFB.

## MASSACHUSETTS

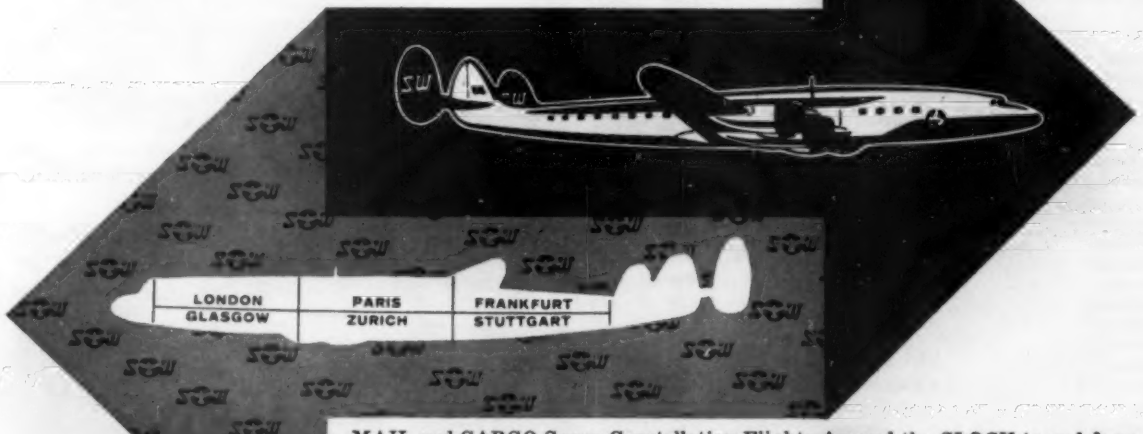
(*Continued from Page 6*)

it is moving to or from Logan. Goode pointed out that the tariff "restricts the use of the arbitrary to shipments received from or destined beyond by air freight."

"During recent weeks we have studied these arbitraries and the effect they have upon the movement of air freight and particularly the participation of the motor carriers, members of the New England Motor Rate Bureau, in this growing part of New England's transportation business," the Authority's traffic manager wrote. "We have come to the conclusion that the airport arbitrary is a deterrent to air com-

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merce, a deterrent to the motor carriers' participation in air commerce, and therefore believe the motor carriers should cancel the arbitraries at the earliest possible date. . . .

"In 1959 the movement of air freight via Logan International Airport totaled 53,065,000 pounds, 51,663,000 pounds moving in domestic commerce and 1,402,000 pounds moving in international commerce. As you know, not too many years ago, the movement of air freight was nonexistent. In the January-April period of 1960 the domestic air freight commerce totaled 17,490,000 pounds and the international 495,000 pounds, some 17% more in total than moved in the same four months in 1959. In the month of April 1960 this traffic amounted to 4,656,000 pounds for the domestic lines and 117,000 pounds for the international lines, 16% more than in the month of April 1959. This growth is going to continue as additional aircraft are assigned exclusively to the freight service and the newer additions to the aircraft fleets have greater cargo carrying capacity.

### Department on Motor Carriage

"The air freight business is dependent on motor carriage to get the cargo to or from the air freight terminal. Yet, because of the arbitraries, as represented by Item 61 of Tariff 3-C, little of the air freight that is moving today, moves via common motor carriers, who are members of the New England Motor Rate Bureau. A few of your members are participating in the movement of air freight, but by the use of joint truck-air rates which are no more than combinations of the local rates, less, of course, the motor truck arbitrary. These combinations of the motor truck rate between the airport and the interior point, less the arbitrary, and the airlines airport to airport rate, permit a coordinated service to New England industry that is proving to be beneficial to the participants today and should be more profitable to each in the future.

"If the Members of the New England Motor Rate Bureau were to cancel the Logan Airport arbitraries at this time, this action would serve to open up truck-air routes and produce such services to cities and towns in New England not now covered by the joint truck-air rates currently in effect. Such action on your part would also permit your members that serve these New England points, not now covered by joint truck-air rates, to begin to participate in this growing commerce.

### New York Cited

"The New England Motor Rate Bureau has tariff publishing jurisdiction from its members so as to cover generally, all of New England, that part of New York State east of the Hudson River and all of the Metropolitan New York City area including that part of New Jersey included in the New York Metropolitan area. This area is blessed with many large and heavily patronized airports, among which are Providence, Hartford-Springfield, La Guardia, Idlewild and Newark as well as Logan International Airport. These airports are served by just about all the airlines in the world. All of these airports are also served by the members of the New England Motor Rate Bureau yet your members attempt to apply arbitraries, in addition to the going rate, to only one of these airports, Logan International Airport in Boston. It is beyond question that had Logan Airport been treated on an equal basis with the other airports as respects this arbitrary, the movement of air freight via Logan today would be greater than the 53 million pounds per year recorded in 1959."

Goode asserted that Logan, unlike competitor airports, is situated "on the front doorstep of the city proper." He made the point that "if the basis of the arbitrary was a locational disability of the airport itself . . . all of the other airports should suffer the arbitrary . . . and Logan should be free of same." He added:

"Logan International Airport in East Boston, as well as all of East Boston itself are properly included in Boston (Zone 1), Mass., as defined in your tariffs. Boston Zone 1 includes most of what we call Boston proper, also Brookline, Cambridge, Chelsea, Everett, Medford and Somerville in whole or in part. The Boston Zone 1 rate, whatever it may be applies to or from all locations in this vast Metropolitan area. Yet the Logan International Airport is singled out by the application of an arbitrary on air freight, in addition to the Boston Zone 1 rate. An arbitrary is not assessed on shipments to or from Logan International Airport, not involving air freight, nor is an arbitrary assessed on shipments to or from locations in East Boston which are adjacent to Logan International Airport."

### Unfair Arbitrary

It was further pointed out by Goode that the motor carriers interchange freight with each other and with all forms of competing forms of transportation, but "only on that freight interchanged with the airlines is an arbitrary applied." He went on to state:

"It is pretty generally understood that New England industry produces more than its proportionate share of goods which are inevitably destined to move via modes of

(*Concluded on Page* 33)



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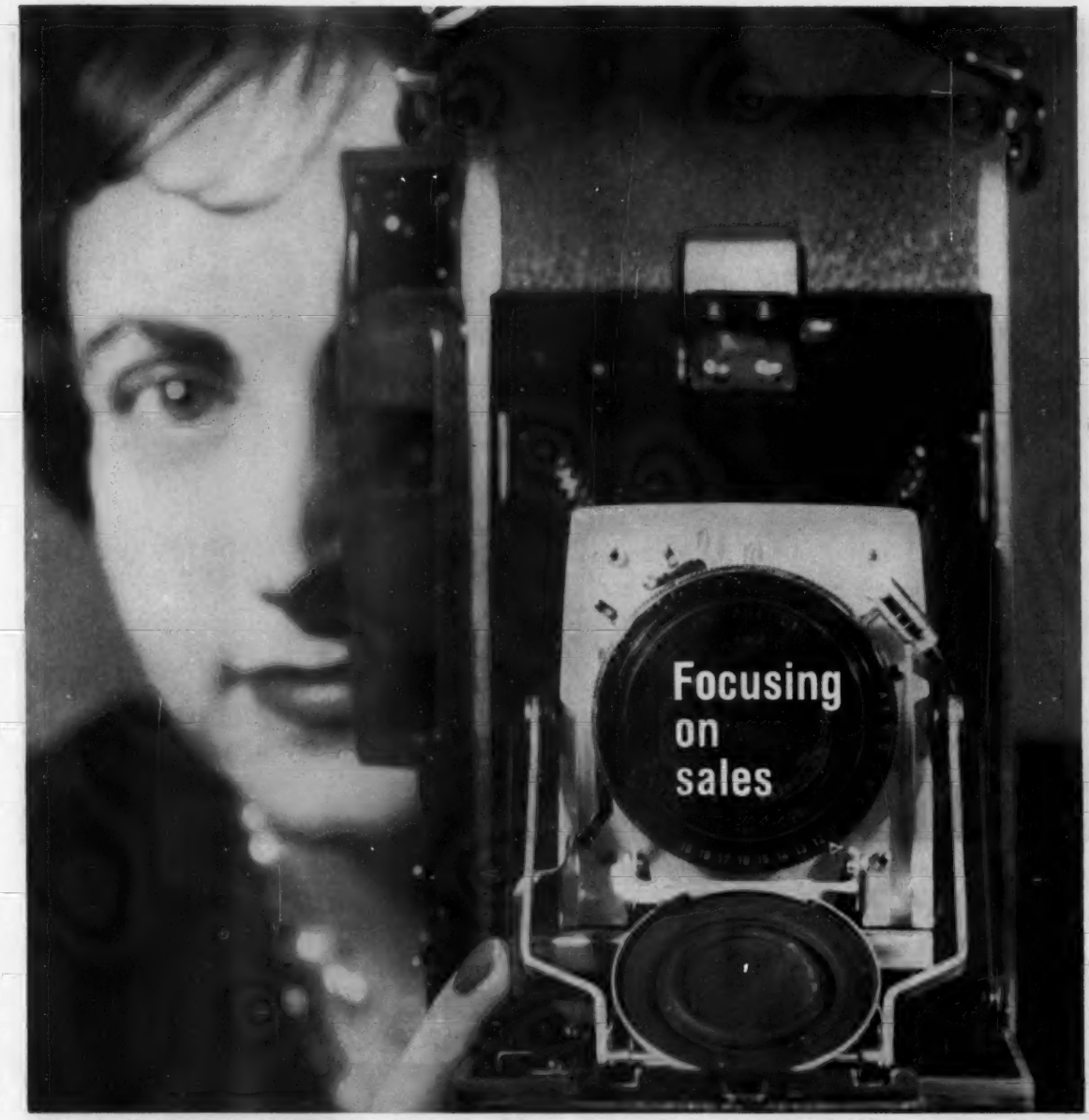
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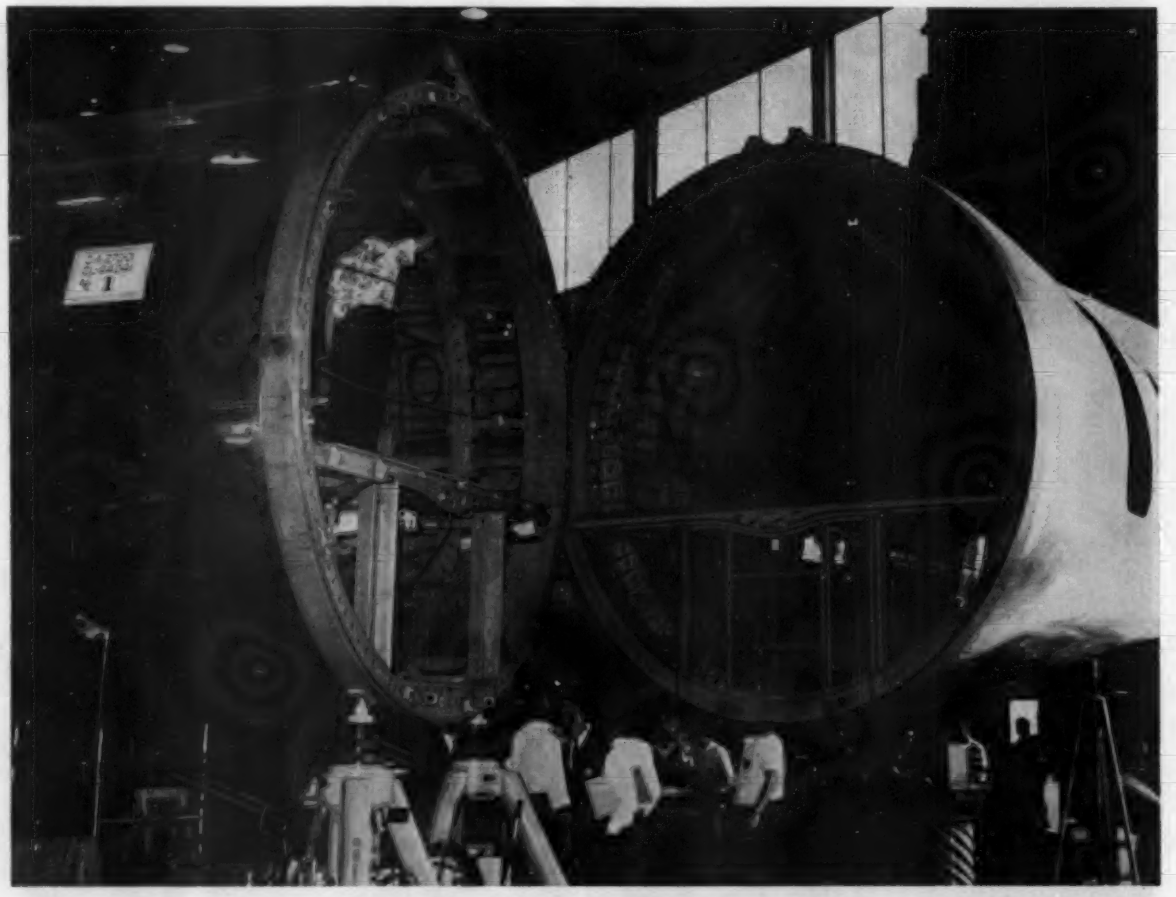
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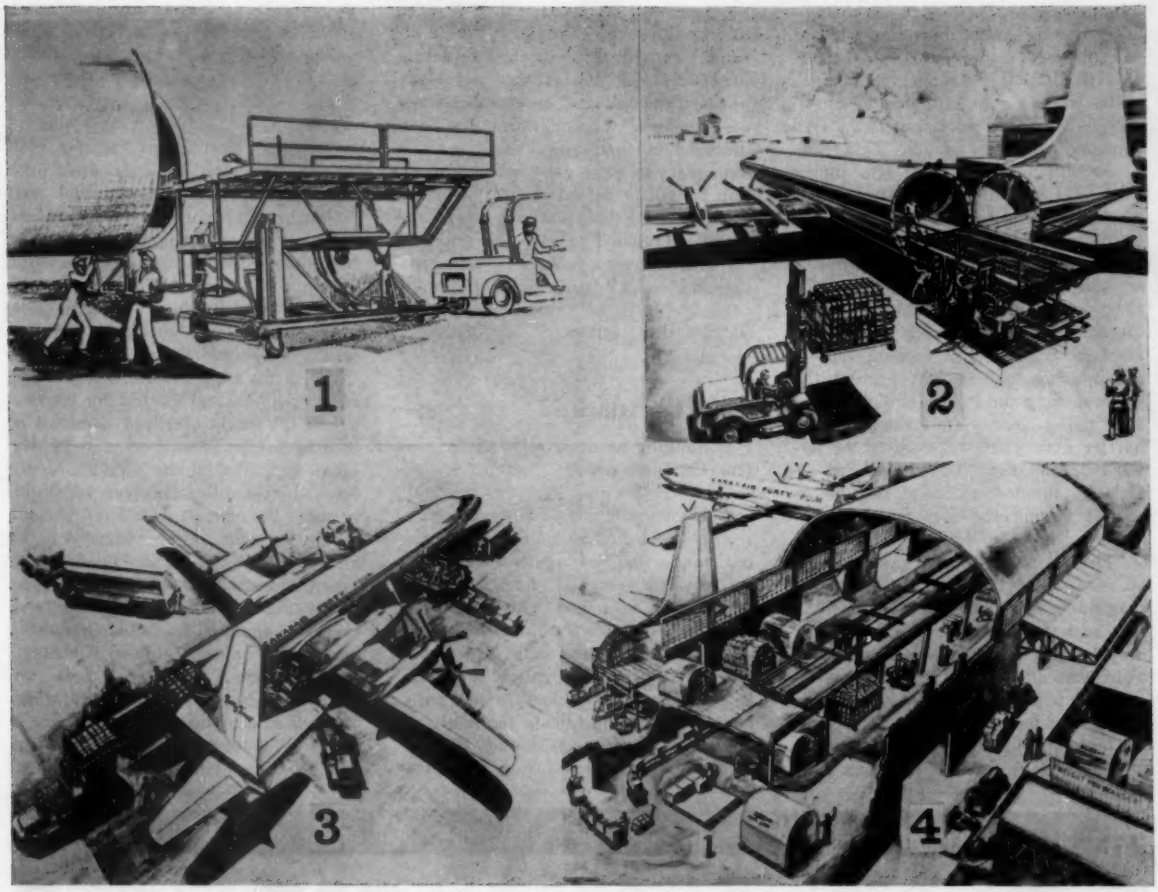


Closeup of first swingtail attached to the airframe of a Canadair CL-44, scheduled to roll off the assembly line this month.

# The Canadair cargo-handling system...




Artist's conceptions of the swingtail propjet airfreighter which three all-cargo air carriers will receive starting early in 1961.




# CRACKING A BOTTLENECK

WHEN ground-handling time of air freight is lopped off by 80%, it's big news indeed—for the operator, for the shipper, for the forwarder.

That's what Canadair is claiming for its new mechanized cargo-handling system, "developed to achieve a ground turn-around time of one hour" for the company's CL-44 swingtail propjet airfreighter. Said Canadair:

"This compares with about five hours for conventional piece-loading and means that the 44 can be unloaded and reloaded within the period needed for servicing and refueling."

The new system, Canadair stated, involves airborne equipment of extremely low weight. It allows maximum use of the propjet's big cubic capacity, giving the plane a maximum net payload.

Canadair indicated that it had considered existing cargo-handling systems before its engineers went ahead to develop their own.

"None of these matched the potentialities of the swingtail layout," the firm said. "The use of military-style, thick, heavy pallets riding on weighty rollers set in the floor of the main hold could not be tolerated by a commercial operator because of the serious losses in capacity and payload."

Light pallets sliding on rubbing strips are used in the Canadair system. The manufacturer described the system as follows:

"Each pallet consists of an aircraft-quality plywood panel with aluminum sheets bonded to both faces, and alu-

**HOW THE CANADAIR MECHANIZED CARGO-HANDLING SYSTEM WORKS (SEE SKETCHES ABOVE)**

1—Locating truss is attached under fuselage as swingtail opens and cargo transfer platform moves into position.

2—Platform is locked to the truss and leveled ready for loading operations with fork-lift truck.

3—While the platform is in full operation for pallets and bins, the two underfloor hatches are used simultaneously for piece and bin loading.

4—General view of air cargo terminal designed for trucks to load and unload at group-floor level where pallet loads are prepared. Upper floor is reserved for complete pallet and container loads which enter plane via a loading bridge and cargo transfer platform.

minum edge fittings. Aluminum strips riveted to the pallet underside slide on dry lubricant-impregnated nylon runners fixed to the airplane floor. Each pallet weighs only 140 pounds and is only half an inch thick, but has a load capacity of 8,000 pounds. This compares with pallets at least four inches thick and weighing about 400 pounds in other systems.

"Pallet load contour and movement under flight accelerations are controlled by a throw-over net which prevents the cargo touching the fuselage lining. Channel members on each side of the fuselage floor act as locating guiderails during loading and prevent the pallet moving under normal flight loads. The pallet loads are restrained by barrier nets which take up to 9g forward acceleration. These nets are attached to the floor and to pick-up points spaced around the fuselage wall, between adjacent pallets.

"The opened swingtail gives direct access to both the main hold and the rear underfloor compartment. To take full advantage of this, Canadair has developed a cargo transfer platform which has an upper level for transference of pallets and a lower transfer level for underfloor bins."

The platform becomes an extension of the fuselage when it is attached to the freighter. It moves with it "under all conditions of changing aircraft attitude caused by varying refueling loads, oleo leg movements, gust loads on the open tail and cargo movements over the sill." The platform has been designed in such a way as to enable it to react to these movements. Correction is said to be automatic, "with angularity between platform and airplane maintained to give the required clearance between pallet base and fuselage guiderails." It was pointed out that in order fully to exploit the use of light pallets, automatic alignment is essential.

## Truss is Attached

Continuing its description of the system, Canadair stated:

"During the time that the swingtail is being opened, a tubular-frame truss is attached to external lugs on the aircraft under the fuselage and the transfer platform is moved in on its castoring wheels to locate with the truss. Rubber buffers on the forward face of the platform are the only direct contact it has with the airplane. Platform locating lugs are locked to the truss by pins, and adjustments for final lateral and vertical positioning are by hand-operated screwjacks. The platform front supports are counterbalanced to a relief load of up to 1,000 pounds. Once in position, two steadypads at the rear of the platform are lowered to the ground to prevent castor movement.

"The two-level cargo transfer platform is supported on its chassis by a single ball-joint at the rear and rests on hard rubber blocks at the front when not attached to the aircraft truss. The ball-joint incorporates a self-levelling jack and this combination compensates for aircraft deflections about the yaw, pitch and roll axes during loading and servicing operations.

"With the transfer platform attached to the airplane and levelled for loading, a fork-lift truck, overhead monorail or loading bridge is used to place a container or pallet on the platform upper level where a roller conveyor, set slightly above the aircraft floor level, permits easy movement of the pallet into the airplane until about one-third of its length is inside the open rear fuselage.

"At this point, spring-loaded hook carriers—operated by a chain-and-cable mechanism housed in fixed extrusions on both sides of the aircraft floor—automatically engage with pick-up fittings on each side of the pallet and draw it to a pre-determined location in the fuselage. The chain-and-cable system


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then returns the hook carriers to the loading sill for pick-up of the next pallet and the sequence is continued until the main compartment is loaded. Unloading is a reversal of this procedure.

"Simultaneously with this operation, cargo bins or containers are placed on the lower level of the platform for loading into the rear underfloor cargo compartment. Handling of cargo on this level is simplified by use of a ball conveyor and standard roller conveyors on the platform and in the aircraft compartment floor.

"To avoid flexing under load and to allow convenient warehouse handling, the lightweight pallets are laid on supporting frames. When loaded, the pallet complete with frame can be picked up by a fork-lift truck equipped with a special roller-bed attachment. Design of this attachment permits the rollers to project upward through the frame so that the pallet is supported by the rollers. Pallet stops, which restrain the load in transit, are retracted on reaching the transfer platform and the load is rolled onto the platform deck."

## Heavy Platform Loads

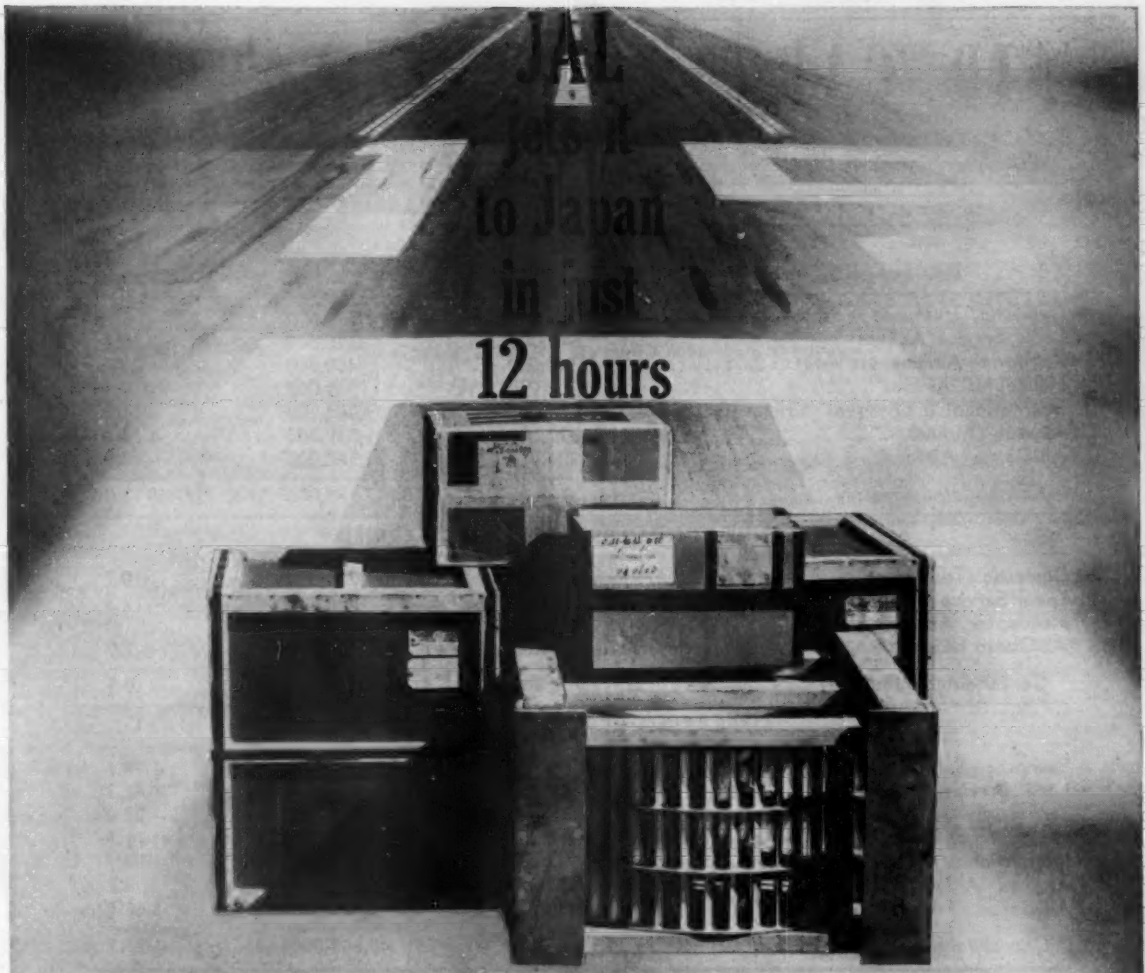
The transfer platform can take two fully loaded containers or pallets at a time in addition to rear underfloor containers. It can be dismantled for air transport in a Forty-Four, a desirable feature for supply operations at other than regular terminals. Use of the platform permits simplified loading at any point on the cargo ramp without accurate positioning of the airplane adjacent to the terminal.

Two fully loaded containers or pallets can be taken at a time by the transfer platform. This is in addition to the rear underfloor containers. The platform can be dismantled for air transport in the swingtail. It permits simplified loading at any point on the cargo ramp, Canadair said.

The manufacturer also pointed out that wherever it is required, the platform can be combined with "sophisticated loading arrangements"—that is, extended conveyors, monorails, etc.

"Scissors-lift vehicles can augment or replace the fork-lift trucks," Canadair said, "and loading direct from trucks is achieved by the use of extended ramps between truck bed and transfer platform."

The CL-44 reportedly is fast nearing completion in the main Montreal plant of Canadair. The Flying Tiger Line, Seaboard & Western Airlines, and Slick Airways have ordered the fast, big-payload swingtail. It is expected to be in commercial operation early next year. • • •




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# AIR CARGO: FIRST QUARTER

*Statistics covering freight and express flown by the scheduled combination, all-cargo and helicopter airlines of the United States during the comparable fourth quarters of 1959 and 1960.*

## REVENUE TON-MILES OF FREIGHT CARRIED

| | 1st Quarter 1959 | 1st Quarter 1960 | Percent of Change |
|---|---|---|---|
| Domestic Trunklines | 62,486,000 | 73,935,000 | +18.3 |
| Local Service Airlines | 548,000 | 795,000 | +45.1 |
| Territorial Airlines | 340,000 | 408,000 | +20.0 |
| Helicopter Airlines | 3,000 | 3,000 | |
| International & Overseas Airlines | 33,623,000[2] | 39,086,000[2] | +16.2 |
| Alaskan Airlines | 1,372,000[2] | 1,569,000[2] | +14.3 |
| All-Cargo Airlines* | 32,986,000[1] | 31,382,000[1] | —4.9 |
| *Consolidated Industry* | 131,358,000[3] | 147,178,000[3] | +12.0 |

## REVENUE TON-MILES OF EXPRESS CARRIED

| | | | |
|---|---|---|---|
| Domestic Trunklines | 11,953,000 | 13,238,000 | +10.7 |
| Local Service Airlines | 430,000 | 526,000 | +22.3 |
| Helicopter Airlines | 9,000 | 9,000 | |
| All-Cargo Airlines* | 288,000 | 291,000 | +1.0 |
| *Consolidated Industry* | 12,706,000 | 14,091,000 | +10.9 |

## OPERATING REVENUES—FREIGHT

| | | | |
|---|---|---|---|
| Domestic Trunklines | $14,695,000 | $17,632,000 | +18.1 |
| Local Service Airlines | 305,000 | 434,000 | +42.3 |
| Territorial Airlines | 171,000 | 210,000 | +22.8 |
| Helicopter Airlines | 9,000 | 10,000 | +11.1 |
| International & Overseas Airlines | 11,030,000[2] | 12,369,000[2] | +12.1 |
| Alaskan Airlines | 520,000[2] | 568,000[2] | +9.2 |
| All-Cargo Airlines* | 6,800,000[1] | 9,936,000[1] | +46.1 |
| *Consolidated Industry* | $33,530,000[3] | 40,889,000[3] | +21.9 |

## OPERATING REVENUES—EXPRESS

| | | | |
|---|---|---|---|
| Domestic Trunklines | $4,206,000 | $5,036,000 | +19.7 |
| Local Service Airlines | 191,000 | 277,000 | +45.0 |
| Helicopter Airlines | 31,000 | 55,000 | +77.4 |
| All-Cargo Airlines* | | | |
| *Consolidated Industry* | $4,428,000 | $5,368,000 | +21.2 |

[1] *Includes domestic and international.*

[2] *Express and freight combined.*

[3] *Includes express carried by International and Alaskan carriers.*

* *Aaxico Airlines suspended common carrier operations in June, 1959.*

**DOMESTIC TRUNKLINES**
American • Braniff
Capital • Continental
Delta • Eastern
National • Northeast
Northwest • TWA
United • Western

**LOCAL SERVICE AIRLINES**
Allegheny • Bonanza
Central • Frontier
Lake Central • Mohawk
North Central • Ozark
Pacific • Piedmont
Southern • Trans-Texas
West Coast

**TERRITORIAL AIRLINES**
Hawaiian
Trans-Pacific

**HELICOPTER AIRLINES**
Helicopter
Los Angeles
New York

**ALL-CARGO AIRLINES**
AAXICO * • ASA
Flying Tiger • Riddle
Seaboard & Western

**INTERNATIONAL & OVERSEAS AIRLINES**
American • Braniff
Caribbean/Atlantic • Delta
Eastern • National
Northwest • Pan American
Panagra • TWA
Trans-Caribbean • United

**ALASKAN AIRLINES**
Alaska • Alaska Coastal
Cordova • Ellis
Northern Consolidated
Pacific Northern • Reeve Aleutian
Wien Alaska

## DATA ON FORWARDERS, COOPS

Air freight forwarders and cooperative shipping associations are now required to provide the Civil Aeronautics Board with more extensive financial reports, under newly revised regulations which went into effect July 1. First proposed by the Board last February, the new regulations call for the filing of additional reports including a profit-and-loss statement, balance sheet, traffic flow statistics, and a list of officers, directors, and principal stockholders. Forwarders doing less than $50,000 business annually are exempt from filing several of the more probing reports. An earlier proposal's requirement to report origin and destination information on shipments on a continuous 20% sampling basis has been scaled down to just general data on the 10 most active pairs of points.

Page 38 contains the complete official text of the revised Part 244—*Filing of Reports by Air Freight Forwarders, International Air Freight Forwarders, and Cooperative Shippers Associations.*

## P.R. RATE INQUIRY WIDENED

Pan American World Airways' and Riddle Puerto Rico Airlines' cargo tariff revisions are being included in the CAB's investigation of the New York-San Juan Cargo Rates Investigation, Docket 11278 *et al (May 1960 AT: Page 44).* The revisions referred to by the Board involve what it terms "significant reductions" in the general commodity rates and charges applying to air shipment moving between San Juan and New York and Philadelphia *(April 1960 AT: Page 35).* The investigation has been expanded to determine:

". . . whether the general commodity rates and provisions applicable between Baltimore, Philadelphia and Washington, on the one hand, and San Juan on the other . . . are or will be unjust or unreasonable, or unjustly discriminatory."

The Board, in its modified investigation, also seeks to determine "whether the general commodity rates and provisions applicable between New York and Philadelphia, on the one hand, and Arecibo, Mayaguez, Ponce, Ramey Field and San Juan, on the other hand," as revised by Riddle, "are or will be unjust or unreasonable, or unjustly discriminatory." Pending hearing and decision, the new Riddle rates have been suspended until and including October 6, 1960.

The earlier charges by Allied Air Freight, Inc., a CAB-registered air freight forwarding firm, and Trans Caribbean Airways, that a cargo rate war was developing in the Puerto Rican trade, apparently is being seriously viewed by the Board. It pointed out that last year "the general commodity rate for shipment in minimum weights of 100 pounds in the New York-San Juan market was $20 per 100 pounds and the rate for shipments in the minimum weights of 3,300 pounds in the same market was $17 per 100 pounds. In less than nine months the air carriers offering cargo service between the mainland and Puerto Rico have filed a series of revisions to their rates and charges culminating in the latest proposals."

The Board asserted that there is "no basis for concluding that operating costs for cargo traffic are declining at such a pace as to warrant further significant reductions in cargo rates at this time." It added that the "outward manifestations" of a rate war are "evident."

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New Orleans • Oklahoma City • Washington, D. C. • San Juan, Puerto Rico

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AUTO PARTS, CHEMICALS, ELECTRICAL APPLIANCES, MACHINE PARTS, OFFICE MACHINERY, PHARMACEUTICALS, RADIO & TV, TEXTILES, TYPEWRITERS, WEARING APPAREL

## S&W COMPLAINT DISMISSED

A complaint filed by Seaboard & Western Airlines against the Flying Tiger Line has been dismissed by the Civil Aeronautics Board. The transatlantic all-cargo airline had asked the Board to review the decision of the director of the Bureau of Enforcement not to institute an enforcement proceeding against FTL, based on the charge that the latter had applied an improper charter rate to a Frankfurt-New York cargo flight.

The charter flight, which took place on November 30, 1959, Seaboard claimed, was performed by a Lockheed 1049H freighter. According to FTL's tariff, the charter rate for this aircraft is $2.75 per mile, or $10,576.50 for the Frankfurt-New York run. FTL, Seaboard asserted, charged the shipper approximately $9,200, this constituting an unlawful rebate in violation of Section 403(b) of the Act. Seaboard said that the undercharge diverted the charter from itself.

FTL denied that the particular aircraft in question was an all-cargo plane. The airline declared that the aircraft was manufactured and delivered to it in a convertible configuration, that the term "convertible" is used in its tariff, and that the plane has been used extensively in passenger and contract operations. The applicable charter rate, FTL contended, was $2.40 per mile, which brought the $9,200 shipping charge.

Another part of Seaboard's complaint stated that FTL's 1049H had no windows; that it was manufactured without windows or had been modified in a way which removed them or were skinned over. FTL replied that the plane was manufactured and delivered with windows, but that at the time of the flight they were skinned over. The skin, FTL said, may be removed within 24 hours. It denied that the plane was all-cargo due to the existence of windows, the requirements of various stresses, and the existence of seats which can be folded and stowed in the belly compartments.

The Board dismissed the complaint on the basis that the Bureau of Enforcement director's decision was correct.

## NONSKED MATS BIDS MAY END

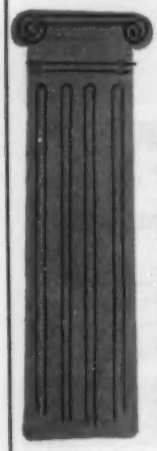
Whitney Gillilland, chairman of the Civil Aeronautics Board, has informed the Department of Defense that the Board is willing to terminate the exemption orders under which nonscheduled air carriers are permitted to enter competitive bids for military traffic. This was a reaction to the DOD's report on the role of the Military Air Transport Service, issued last February *(March 1960 AT; Page 6),* which, among other recommendations, urged elimination of advertising for bids.



Gillilland *Writes DOD*

**The CAB has been asked by the Department of Defense to delay implementation of the Board's proposal. DOD would discuss the proposal first. There appears to be some anxiety about the possibility that it might "seriously interfere" with the objectives of the DOD's new program.**

The CAB chairman, in a letter to Secretary of Defense Thomas S. Gates, Jr., pointed out that the use of these exemptions were brought about by the war in Korea, at a time when the scheduled airlines of the United States did not have the capacity to accommodate military airlift needs. The former picture is considerably altered today. Gillilland wrote that "there is no longer any apparent reason" why MATS traffic should not be airlifted "at published tariff rates in the services such carriers can perform under their certificate authorizations." He added that "the effect of the policy of the past 10 years appears to have been the development of what amounts to an overlapping air trans-



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**AIRFREIGHT CORP.**


port system operated by MATS alongside the system authorized by the Board under the Federal Aviation Act to serve the nation's national defense and commercial needs." The letter went on:

"In view of the policies being adopted by the Department, the Board is of the opinion that there is no longer a need to continue the general issuance of exemptions from Section 401 of the Act. The Board recognizes that there will continue to be a substantial requirement by the Department for additional commercial air transport services. Absence of availability would tend to support issuance of exemption in such cases."

Gillilland also indicated backing of the DOD reports on MATS, the heart of which was a recommendation to reduce its scope to hard-core military operations and to purchase supplementary airlift from the United States commercial airlines.

## ROUTE SHIFTED FROM TWA

Trans World Airlines' authority to serve the Cincinnati-Detroit route segment has been cancelled, and the Civil Aeronautics Board has granted it to Lake Central Airlines, local service air carrier. Examiner Paul N. Pfeiffer had recommended Lake Central's selection over other applicants for the route—Eastern, North Central, and Piedmont. TWA had sought to discontinue service over the route.

## SOUTHERN ROUTE CHANGES

Examiner Edward T. Stodola of the Civil Aeronautics Board has recommended wide route changes in the South, including the termination of a number of interchange agreements. Stodola's recommendations were embodied in his initial decision in No. 7894 Southern Transcontinental Service Case.

Stating that proceedings for a Southern transcontinental route were "more protracted" and "more acrimonious" than those involving routes in other areas of the country, the examiner pointed out that for more than a decade "the Board and its staff have struggled with bitterly contested and often proliferating proceedings in efforts to work out feasible patterns of trunkline service for the Southern tier of states." He said that "succeeding Board memberships have, at times, been at odds over appropriate solutions to one or more phases of the Southern transcontinental route problem," while the air services in these states remained "a heterogeneous collection of permanent single-carrier air route authorizations." Stodola asserted that this "last great air frontier" possibly represented "the last great opportunity for some real regulatory statesmanship," aiming to shrink "the tremendous disparity that now exists between the large and small carriers in the trunkline portion of the industry," continue the CAB's "long standing but too often neglected policy of strengthening the smaller carriers," and to work in the direction of the establishment of "an economically sound and competitively balanced" network.

The examiner's recommendations of certificate amendments follow:

▸ *American:* "That the certificate held by American for Route 4 should be amended to add a new segment of said route between the co-terminal points Dallas and Fort Worth, Tex., the intermediate points Midland/Odessa and El Paso, Tex., Douglas, Tucson, and Phoenix, Ariz., San Diego, Calif., Los Angeles-Long Beach, Calif., and the co-terminal points San Francisco and Oakland, Calif."

▸ *Braniff:* "That the certificate held by Braniff for Route 9 be amended so as to add a new segment of said route from the terminal point Fort Worth, Tex., to the co-terminal points Miami and Fort Lauderdale, Fla., via the intermediate points Dallas and Houston, Tex., New Orleans, La., Tampa and St. Petersburg-Clearwater, Fla."

▸ *Continental:* "That Continental's authority to serve Houston, Tex., be renewed on a permanent basis and that the certificate held by Continental for Route 29 be amended so as to add a new segment of said route between the terminal point Houston, Tex., and the co-terminal points Los Angeles and Long Beach, Calif., via the intermediate points San Antonio, Tex., El Paso, Tex., and San Diego, Calif."

▸ *Delta:* "That the certificate held by Delta for its Route 24 be amended to extend said route beyond Fort Worth, Tex., to Lubbock, Tex., and Albuquerque, N.M.; and (a) beyond Albuquerque, N.M., to Tucson, Ariz., Phoenix, Ariz., San Diego, Calif., and the co-terminal points Los Angeles and Long Beach, Calif.; and (b) Beyond Albuquerque, N.M., to Las Vegas, Nev., and the co-terminal points San Francisco and Oakland, Calif.

"That Delta's authority to serve Orlando, Fla., on Route 54 be modified to enable this carrier to serve Orlando, Fla., on Route 24 flights to points west of Fort Worth, Tex., via the route junction point, Atlanta, Ga."

▸ *National:* "That National's authority to serve Houston on its Route 39 be renewed on a permanent basis; that Houston, Tex., Orlando, Fla., and St. Petersburg-Clearwater, Fla., be certificated as intermediate points on said Route 39; and that said Route 39 be extended (a) beyond Houston, Tex., to the co-terminal points San Francisco and Oakland, Calif., via the intermediate points San Antonio, Tex., El Paso, Tex., Tucson, Ariz., and Phoenix, Ariz., San Diego, Calif., and Los Angeles-Long Beach, Calif.; and (b) from the terminal point Houston, Tex., to the co-terminal points San Francisco and Oakland, Calif.; via the intermediate points Dallas, Tex., Fort Worth, Tex., Lubbock, Tex., Albuquerque, N.M., and Las Vegas, Nev."

▸ *Eastern:* "That the certificate held by Eastern for its Route 5 be amended so as to add a new segment of said route from the terminal point Atlanta, Ga., to the terminal point San Antonio, Tex., via the intermediate points Birmingham, Ala., Jackson, Miss., Shreveport, La., Dallas, Tex., and Fort Worth, Tex."

Following are the airline partners in interchange agreements whose authorizations for such interchanges in the Southern continental area Stodola has recommended termination:

Continental-American.
Delta-American.
National-Delta-American.
Braniff-TWA.

## NYA EYES WASHINGTON RUN

New York Airways has applied to the Civil Aeronautics Board for authority to operate scheduled helicopter services between downtown Washington, D. C., and the new Dulles International Airport at Chantilly, Virginia. It proposes to operate Boeing-Vertol 107s between both points every 20 minutes. The 23 miles would be covered in less than 11 minutes, NYA claimed.

## NEA CONTROL TO BE PROBED

Have Howard Hughes, the Hughes Tool Company, Trans World Airlines, and the Atlas Corporation acquired unlawful control of Northeast Airlines? On the petition of National Airlines, filed June 8, 1960, it requested immediate action to restrain Hughes and the four companies from consummating a loan and other transactions, claiming that these would bring NEA under Hughes' control in violation of Section 408 of the Federal Aviation Act. National also demanded an investigation

(*Continued on Page* 33)

## AT JAL OPENING



Among those on hand at the reception marking the opening of Japan Air Lines' Detroit office was Donald Balmes, manager of D. C. Andrews Co., Inc. (left). He is greeted by JAL District Sales Manager Ramon Zabarte. Office is in the Book Bldg.

## NEW OFFICES

### *AIRLINES*

**JAL**

*Boston, Mass.*—528 Statler Office Building, 20 Providence St. James J. O'Leary, acting manager.

*Detroit, Mich.*—Room 344, Book Building. Ramon Zabarte, manager.

*Philadelphia, Pa.*—Room 534, 6 Penn Center Plaza. Robert Schaeffer, manager.

*Hamburg, West Germany* — Schmiedestrasse 2. Minoru Kimura, regional manager for West Germany and Scandinavia.

**LUFTHANSA**

*Seattle, Wash.* — White Henry Stuart Building, 1318 Fourth St. Harry Richards, district manager.

*San Francisco, Calif.*—364 Post St. Martin Landgrebe, regional sales manager; Peter Piercy, district cargo sales manager.

**MEXICANA**

*New York, N. Y.*—Suite 1438, 30 Rockefeller Plaza. Phone: PLaza 7-8866. Andrew Shiland, Jr., Eastern sales manager.

**NORTHEAST**

*New York, N. Y.*—Grolier Building, 575 Lexington Ave. PLaza 2-3730. Jack F. May, district sales manager.

**SEABOARD & WESTERN**

*Houston, Tex.* — Houston International Airport. George C. Zapalac, district manager.

## FACTS & FIGURES

### *UNITED STATES AIRLINES*

**CONTINENTAL**

Freight—June ton-miles reached 495,126.

Express—A total of 109,676 ton-miles was flown in June.

**TRANS CARIBBEAN**

Freight—June ton-miles, at 304,090 showed a 48% gain over the same month a year ago. Second-quarter total of 986,241 ton-miles represented a jump of 88% over April-June, 1959.

**UNITED**

Freight—The 6,374,000 ton-miles flown in June were 6% below the June, 1959 total.

Express—June ton-miles, at 994,000, were down 2%.

### *FOREIGN AIRLINES*

**EAST AFRICA**

Freight—First half, as compared with the same period of last year, shows 1,262.7 tons carried, an increase of 21.4%. International tonnage (391.6) registered a 32.8% increase; domestic tonnage (871.1) rose 16.9%

### *FORWARDERS*

**AIRBORNE FREIGHT**

Gross operating revenues for Airborne Freight Corp. and its six subsidiaries increased 31% to a new high of $11,905,605 for the fiscal year ended March 31, 1960. Consolidated revenues totaled $9,098,640. According to John D. McPherson, president, assets rose to $1,907,329, world offices and agencies increased to 490, and the number of shipments went up 52%.

## RATES

**NATIONAL SPECIFIES CUT**

National Airlines recently placed in effect lower specific commodity rates in addition to more weight breaks. They affect only shipments flown north from Miami and Orlando to New York and Philadelphia. In contrast to the previous single weight break of 100 pounds in the specific commodity tariff, it now provides additional breaks at the 3,000-, 5,000-, 10,000-, 20,000-, and 30,000-pound levels. With the rate progressively moving down as the weight increases, National illustrated this with a rate of $7.20 per hundredweight at the 100-pound level, dropping to $5.95 per hundredweight at the maximum weight level.

**EASTERN FILES RATE CUTS**

Eastern Air Lines has filed with the Civil Aeronautics Board lower specific commodity rates moving between New York/Newark and other Atlantic Coast cities and San Juan. Effective date is July 27. Subject to CAB approval, the tariffs would apply to consignments of from 7,500 to 15,000 pounds or more, and would reduce rates to from 10¢ to 13¢ per pound. Under-100-pound shipments would remain at 20¢ per pound, with descending rates for larger shipments in various brackets up to the 7,500-pound level which carries a 14¢ per pound rate.

## MAIL

**A FIRST FOR SEABOARD**

A mail shipment to military post offices in Europe, the first under the United States Government's new transportation policy governing military traffic, was hauled by Seaboard & Western Airlines. It is estimated that some 10 million pounds of military mail will be flown across the North Atlantic in the first year of the revised policy. Until now this type of mail was flown overseas by the Military Air Transport Service. The Defense Department order specifies that this traffic be carried in all-cargo service only.


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*Officers of the Air Freight Forwarders Association for the 1960-61 term.*

## FORWARDERS

### AFFA REELECTS GRIFFIN

The Air Freight Forwarders Association, national industry body of CAB-registered domestic and international air freight forwarders, has reelected Thomas D. Griffin as president for the 1960-61 term. Heading up sales at Acme Air Cargo, Inc., Griffin starts his second term in the AFFA's top spot.

Louis P. Haffer, Washington-headquartered attorney and executive vice president of the forwarder organization, also won reelection.

The AFFA has replaced its former practice of voting a single vice president with that of voting three regional vice presidents. Elected to these regional offices are: Alvin B. Beck, executive vice president of Air Express International Corp., vice president—East; Robert W. Hopes, assistant to the president of General Air Freight, Inc., vice president—Midwest; and John D. McPherson, president, Airborne Freight Corp. Retiring as vice president is Edward J. Raphael, president of Flete International Corp.

Succeeding Sidney Kreps, executive director of air freight sales and operations for ABC Air Freight Co., Inc., as secretary of AFFA, is John Vaill, New York manager of General Air Freight, Inc.

Again in the office of treasurer is Irving W. Goodson, president of Flying Cargo, Inc.

Board members, in addition to the officers, are: Peter A. Bernacki, president of Peter A. Bernacki, Inc.; Norman Barnett, executive vice president of Barnett International Forwarders, Inc.; Morton Brautman, president of Pan-Maritime Cargo Service, Inc.; John D. Emery, Sr., president of Emery Air Freight Corp.; J. R. Rhoades, president of World-Wide Services, Inc.; Walter Schaaf, president of Hensel, Bruckmann & Lorbacher, Inc.; Robert Seitel, president of Allied Air Freight, Inc.; and Sidney Kreps.

Griffin told *Air Transportation* that regional meetings will be scheduled several days in advance of each main meeting which is held in New York.

### AEI EXPANDS NETWORK

Chester M. Mayer, president and chairman of the board of Air Express International Corp., reported to the company's directors that 141 new points of destination were added to the AEIC Golden Rocket Service world network in 1959. He asserted that "this global network represents the most comprehensive air cargo service offered to shippers by any carrier in the world." In his report, Mayer pointed out that during the past year AEIC established its own offices in Washington, D. C., Atlanta, London, and Frankfurt. Additional offices were set up in Europe, Asia, and Australia early this year. As to the firm's financial position, he described it as "the soundest it has been in its history." AEIC has repaid all its bank indebtedness, Mayer stated, and its liquid cash position finds the company able to accommodate much more traffic.



Mayer
*More points*

### AMERICAN EXPRESS WINS

G. F. Doherty, vice president and head of the Foreign Traffic Department of American Express, announced that the company has been granted a three-year authorization by the Civil Aeronautics Board to operate as an international air freight forwarder (*see Page ? in this issue*). American Express already is a cargo agent authorized by the International Air Transport Association, and functions in 20 European cities in addition to the United States.



Rinka Doherty
*Amexco CAB-authorized*

It was pointed out by Doherty that Amexco has a cargo office at New York International Airport where all phases of export and import work are performed. Other offices are at Boston, New Orleans, Cleveland, Chicago, Los Angeles, San Francisco, Toronto, and Montreal.

Charles W. Rinka, formerly with Pan American World Airways, is Amexco's general traffic manager for air freight.




**An increasingly familiar sight in Hong Kong is this new pickup and delivery van which operates between Air Express International's recently activated Kowloon headquarters office, shippers, Kai Tak Airport.**



Barnett Bernacki Brautman Emery Kreps Schaaf Seitel

*In addition to officers, these executives serve on AFFA board.*

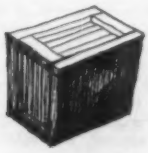
## HANDLING - PACKING

### MSU PACKAGING COURSES

The Michigan State University School of Packaging is offering the only four-year university program in the United States leading to the degree of Bachelor of Science in Packaging. It also offers post-graduate instruction leading to a Master of Science degree, and in cooperation with other departments, to a Ph.D. degree. This is in recognition that packaging is a science, and that "a packaging decision can change the course of a business." It has led MSU to institute courses to train people in the technical and analytical problems of packaging, fully integrated with a degree program.

Describing the requirements, the university stated:

"The program requires extensive course work in mathematics and the physical sciences, in addition to the usual college level program in English, the humanities, the social sciences, and the natural sciences during the first two years. Curricular requirements during the last two years of the program include courses in mechanical engineering, statistics, physical chemistry, industrial engineering, business management, and accounting. The six specific packaging courses cover: Principles of Packaging, Packaging Materials I and II, Industrial Packaging, Consumer Packaging, and Packaging Operations Analysis. The United States Air Force Institute of Technology has been detailing officer personnel to this course, and upon graduation they are serving as Staff Packaging Officers or in laboratory assignments . . .



"Perhaps the most significant requirement of the program is that the student complete at least 36 hours of elective course work for graduation. The basic preparation required during the first two years provides the student with required background information for practically any sequence of courses in any of several areas of importance in packaging. A student interested, for example, in packaging machinery and its design can elect advanced courses in mechanics and machine design. Another individual interested in the merchandising aspects of packaging, might elect a sequence of courses in marketing research and the psychology of behavior. The opportunity for elective selection is limited only by the students' interests, because the field of packaging encompasses a great many of the disciplines recognized by the formal university organization.

"To help the packaging student crystallize his interests, the program requires that he or she spend ta least 12 weeks in industry prior to graduation. Many students spend all three summer recesses during the four-year period working in packaging-related jobs."

Assisting MSU's packaging program, Michigan State Packaging Foundation, Inc., a non-profit corporation headed by Harry G. Walter has been formed. Walter, who is its executive director, is former president of the Gerrard Steel Strapping Division of U. S. Steel Corp.

## SERVICES

### *DOMESTIC*

#### AMERICAN

The airline gave Cleveland its first jet service on July 31 when it introduced the Boeing 707-720 intermediate-range aircraft over a route linking this city with St. Louis and Los Angeles. Daily flight is operated in each direction.

#### EASTERN

Eastern Air Lines recently started scheduled all-cargo services between Chicago, Atlanta and Miami, with same-day connections to San Juan. All-cargo overnight flights previously were opened between New York/Newark and Atlanta; New York/Newark and Mobile, New Orleans, and Houston· New York/Newark and Miami and San Juan. *Super C Constellation* freighters, each with some 34,000 pounds of capacity, are operated *(July 1960 AT; Page 14)*.

#### NATIONAL

Nonstop service between New York and Miami has been increased for the summer months. DC-8B jet flights have been expanded, while a propjet flight has been added.

#### UNITED

Overnight transcontinental DC-7A all-cargo service recently was inaugurated. Flight leaves San Francisco, serving Chicago, Detroit, and Philadelphia on the way to New York.

Omaha has become the 18th city on United's roster of cities receiving all-cargo service. An overnight DC-6A flight originating in Los Angeles serves San Francisco, Salt Lake City, and Denver before stopping at Omaha; then continues to Chicago.

United has increased its daily frequency of DC-8 jet flights between New York and Chicago to five. A third jet run has been added to the Chicago-Pacific Northwest operation.

Boeing 720 jets are now on a three-a-day basis.

### *TRANSATLANTIC*

#### SAS

A "midnight jet express" has been introduced on the Scandinavian air carrier's New York-Copenhagen run. Operating on a three-a-week basis, the new DC-8C operation is in addition to daily jet and DC-7C departures.

### *TRANSPACIFIC*

#### QANTAS

Starting September 1, the Australian airline will introduce a sixth weekly jet service between that country and the United States. Captain Hugh M. Birch, North American manager, stated that San Francisco-Sydney flights will operate daily except Wednesday, and Sydney-San Francisco flights daily except Monday. Boeing 707 equipment is flown.

#### NORTHWEST

T. R. Nolan, Northwest Orient Airlines' director of freight sales, said the carrier's "fastest jet service across the Pacific, combined with expedited customs clearance, will enable next-day delivery in Japan." New York-Tokyo DC-8C flights take 16:31 hours, including ground time at Anchorage, the only stop enroute. This, Nolan said, is 7:44 hours faster than any competitive flight operating the mid-Pacific route. Northwest offers the sole one-airline service from New York across the Pacific.



Nolan
*Accent on speed*

The airline's freight chief also pointed out that its Seattle/Tacoma-Tokyo jet flights (12:31 hours) are 6:14 hours faster than "any West Coast-Tokyo flights via the midpacific routing."


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On July 31, DC-8C transpacific service was upped to a four-a-week frequency. Altogether Northwest operates a dozen transpacific flights, including seven cargo-passenger and five all-cargo. New direct jet runs have been opened between Chicago and Tokyo; also between Tokyo and Manila, and between Tokyo, Okinawa and Taiwan.

## *INTERAMERICAN*

### PAN AMERICAN

Boeing *Intercontinental* service between New York and Buenos Aires, including a 45-minute stop at Brasilia, the new capital of Brazil, has slashed airport-to-airport time to 12:25 hours. New York-Brasilia leg (4,300 miles) is flown in 8:30 hours; Brasilia-Buenos Aires (1,500 miles), 3:10 hours. Four other jet schedules between New York and the Argentine capital are via Caracas, Venezuela, and Asuncion.

### PANAGRA

Cyrus S. Collins, vice president-sales and traffic, recently announced the doubling of DC-8 jet roundtrippers — from two to four a week — between New York and Buenos Aires. Departures from Idlewild are every Monday, Wednesday, Thursday, and Saturday, one minute before midnight. Arrival times are: Miami, 1:16 a.m.; Panama, 5:05 a.m.; Lima, 9 a.m.; Buenos Aires, 3:50 p.m. Piston flights with DC-6B and DC-7 equipment continue daily except Saturday.



**Collins**
*Doubled jets*

### VARIG

Boeing jet runs between New York and Brasilia were opened last month. Starting with two round trips per week, the service was due to be expanded during the summer months.

## *EUROPE*

### OLYMPIC

The Greek air carrier recently inaugurated a new service between Amsterdam and Brussels, connecting with its Frankfurt - Zurich-Athens run. Frank H. Mattix, general manager for North America, stated that DC-6B equipment is being operated on the new route until such time this summer when newly purchased *Comet 4B* jets are placed in service. Olympic serves 30 cities in Europe and the Middle East.



**Mattix**
*New route*

## *EUROPE-AFRICA*

### SAS

Twice weekly DC-7C service from Copenhagen and Lisbon to Monrovia, Liberia, is in effect since July 2. It is anticipated that Convair *Coronado* jets will be placed on the routes next year.



**Dusart**
*Paris-Tripoli*

### UAT

The French airline is now operating four flights weekly between Paris and Tripoli, Liberia, according to an announcement by Pierre G. Dusart, United States cargo representative. Departures from Paris are every Sunday, Monday, Wednesday, and Friday. More than 60 destinations in Africa are served by UAT.

## *AFRICA*

### ETHIOPIAN

Ethiopian Airlines plans to inaugurate the first transafrica service north of the Equator, according to word from Victor H. Harrell, Jr., general manager. It would link Ethiopia to Ghana, Guinea, and Liberia.

## COMMERCIAL AIRCRAFT

### DELTA PURCHASE

Delta Air Lines has ordered three additional Convair 880 jets. They are slated for delivery in August and September of next year. It is reported that all 10 of Delta's original order of 880s will be delivered before the present year is out.

### SPEED MARK FOR QANTAS

A Boeing 707 jet piloted by Capt. A. A. Yates of Qantas reportedly crossed the United States, from San Francisco to New York, in 4:58 hours. If upheld by the Federation Aeronautique Internationale, it will be the first official jet speed mark for the route.

### MORE 707 PURCHASES

Juan Pablo Ortega, president of Avianca, announced that the Colombian airline has settled on the Boeing 707B for its "transition to the Jet Age." Avianca is spending $13.5 million for two jets, including spare engines and equipment. Delivery is slated for the fall of next year.

Western Air Lines has exercised its option to buy a fourth 707-720B. Cost: $8 million. Delivery will be in 1961.

### VC-10 FLEET FOR BOAC

British Overseas Airways Corp. is spending $70 million for the purchase of a fleet of 10 Vickers *Super VC-10* jets, the first of which is expected to be in the air at the beginning of 1965. The purchase price does not include spares. BOAC has 35 *VC-10s* on order. Main difference between the two aircraft is that the fuselage of the *Super VC-10* is 28 feet longer and will carry 212 passengers—62 more than its smaller sister. Cruising speed will be 575 miles per hour.

The extra fuselage length has increased the underfloor freight holds from 1,500 cubic feet to 2,000 cubic feet of usable volume. (Capacity of the Boeing 707 *Intercontinental* is 1,700 cubic feet; of the DC-8, 1,390 cubic feet.) Vickers has added a second freight loading door. The new aircraft is expected to accommodate up to 10 tons of baggage and freight.

### BRITISH AIRLINERS SELLING

British manufacturers of transport aircraft received in the first half of 1960 firm orders amounting to $138.8 million, including $8.4 million for engines for installation in foreign airliners. Aircraft involved are the *Comet*, *Viscount*, *Argosy*, Avro 748, *Vanguard*, and *Super VC-10*. A total of 42 aircraft was sold.

### MISRAIR GETS COMET 4C

Misrair, United Arab Airlines, has taken delivery of its first of three de Havilland *Comet 4* jets. The plane, on its initial journey, flew from Hatfield, England to Cairo, Egypt in 4:17 hours, averaging 514 miles per hour for the flight.

### 720B JETS FOR ETHIOPIAN

Ethiopian Airlines has signed a letter of intent to purchase two Boeing 720B medium-range jets. Subject to the completion of financing arrangements and the readiness of jet runways at Addis Ababa and Asmara, the 600-mile-an-hour aircraft would be delivered in December 1961. The plane, which has a maximum range of 2,850 statute miles, will haul four tons of freight in addition to 110 passengers and their baggage.

### FIRST TURBOFAN FLIES

Boeing Airplane Company recently announced that its new 707-120B, "the world's first turbofan-powered jetliner," made its maiden flight from Renton Municipal Airport, Washington, landing after 99 minutes at Boeing Field, Seattle. The plane, built for American Airlines, will undergo FAA certification tests. It is designed to cruise at better than 615 miles per hour.

The turbofan engine differs from earlier turbojets in having a large fan, powered by the engine turbines, at the front of the engine. It is described as being like "an enclosed, many-bladed propeller," which pushes air back past the engine as well as through it. Qantas also has purchased the turbofan. The Australian air carrier will receive three such jets, and it reportedly will convert its present fleet of seven 707s to 707-120Bs.

### A FIRST FOR THE S-62

The Federal Aviation Agency has certified the Sikorsky S-62, thus making it the first American turbine-powered helicopter to an FAA certificate. The S-62, which is the world's first amphibious helicopter built with a flying boat hull, has been purchased by Los Angeles Airways as well as by Petroleum Helicopters, Inc.

## MILITARY AIRCRAFT

### NEW RECORD FOR HERCULES

Airdropping 35,055 pounds—nearly one-third of its takeoff weight of 121,878 pounds—a Lockheed C-130A *Hercules* propjet established a new world's mark. The record-making airdrop was made at the U. S. Naval Auxiliary Air Station, El Centro, California, from an altitude of 5,000 feet.

Six 100-foot diameter parachutes floated the 17½ tons of boiler plate to earth. The test load was pulled from the air-freighter by parachutes which were attached to a special extraction platform as well as to the load. A single parachute brought the platform safely to the ground. As soon as the load left the aircraft, the C-130 gained about 500 feet altitude, but it was under control at all times. Lockheed said that the C-130 probably soon will drop a load weighing 22½ tons.

Britain's Royal Air Force previously held the world's air-drop title. It had used another C-130 to lower a 32,000-pound load. The new record was set by a crew of the 6511th Test Group, Air Research and Development Command.

## AIRPORTS

### SEATTLE-TACOMA

The Port of Seattle, which operates Seattle-Tacoma International Airport, reports that the most sizeable increase in activity at the airport this year has been in freight handlings. During the first five months of 1960, a total of 16,279,956 pounds of freight was handled, more than two million pounds above the corresponding period in 1959.

### PUERTO RICO

Cargo handled at Puerto Rico International amounted to 3,870,603 pounds in April, an increase of 8.61% over April, 1959.

### LOS ANGELES

The Garrett Corporation's AiResearch Service Division is planning to set up a terminal for use by non-scheduled airlines flying into Los Angeles International Airport. First contract has been entered into by Hawaiian Airlines.

### SANTIAGO AIRPORT

The United States Development Loan Fund has granted a $10.5 million long-term loan to build a Jet Age international airport at Santiago, Chile. Part of the expanded aid program for Latin America, the loan bears low interest.

### MOSCOW

Moscow's new international airport at Sheremetsovo has been opened. It replaces Vnukovo as a terminal for international air carriers. Vnukovo thus becomes a domestic airport.


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Miami International Airport
TU 8-6745


### SHANNON

The Shannon Free Airport Development Co., which is behind the effort to attract world industry to the airport's free zone, is reported to have received applications from firms in the United States, Great Britain, Netherlands, Germany, and Japan. Eight factories have made arrangements to start production; 17 others are in the process of negotiation.

### TAHITI AIRPORT

Now served by flying boats which make fortnightly trips, Tahiti will open its first airport in October. The French colony will receive jet aircraft from the United States on a twice weekly basis.

## CLUB NEWS

**Women's Traffic Club of Oakland:** Newly installed officers—Mildred Brien, president; Agnes Baker, vice president; Lela Budge, treasurer; Nellie Wanless, recording secretary; Lydia Chamberlin, corresponding secretary. Directors—Saka Robinson; Jo Ann Kriken; Florence Williams.

**Cincinnati Traffic Club:** A golf outing was held at the Summit Country Club last month.

**Ohio Valley Traffic Club (Wheeling, W. Va.):** Newly elected officers—J. A. Brown (Pennsylvania Railroad), president; E. H. Back (Blaw Knox), first vice president; W. J. Singleton (Pony Express, Inc.), second vice president; D. W. Sell (Baltimore & Ohio Railroad), secretary; J. R. Steele (Olin Mathieson Chemical Corp.), treasurer. Directors—P. A. Harmon (Mobay Chemical Co.); F. D. Hauk (Pennsylvania Railroad); J. M. Boyle (Wheeling Steel Co.); W. O. Lyons (Pony Express, Inc.).

**Worcester Traffic Associaton:** T. F. Mullins headed the affairs committee which handled the organization's annual outing at the Wachusett Country Club last month.

**Washington, D. C., Traffic Club:** A gold tournament will be held at the East Potomac Golf Course on August 28.

**Northeast Traffic & Transportation Club:** Newly elected officers—William N. Dunson (Jack Cole Co.), president; Eric Ellis (Louisville & Nashville Railroad), vice president; James Lee Elder (Louisville & Nashville Railroad), secretary-treasurer. Directors — Elmer Wahlman (Republic Steel Corp.); H. R. Ariail (Gadsden Air Force Depot); H. L. Gray (Monsanto Chemical Co.); Fred Fike (Southern Railway); E. T. Turner (Goodyear Tire & Rubber Co.).

**Traffic & Transportation Association of Pittsburgh:** Newly elected officers—Howard A. Geis (Pittsburgh & Lake Erie Railroad), president; Wade H. Keller (Babcock & Wilcox Co.), vice president; Donald J. Schweibinz (H. K. Porter Co.), recording secretary; William H. Bechtol (Pittsburgh Coke & Chemical Co.), financial secretary; Richard M. Cawley (Toledo, Peoria & Western Railroad), membership secretary; Samuel J. Milligan (Reading Railway System), treasurer; Paul J. Thomas (Koppers Co.), custodian; Robert Firmin (Union Pacific Railroad), historian. Newly elected members of the executive committee—William J. Harrison (United Engineering & Foundry Co.); Paul J. Humenik (Elger Division, Murray Corp. of America); Lloyd J. Kempf (Columbia Southern Chemical Co.); John F. Maloney (Denver, Rio Grande & Western Railroad); Edward D. Anderson (Eastern Express, Inc.); Robert Veselic (Louisville & Nashville Railroad). The latter join Mark J. Cushing (Westinghouse Electric Corp.); David A. Rodefer (National Supply Co.); Edward J. Reigler (St. Louis-San Francisco Railway Co.); James R. Searight (Red Star Transit Co.); Charles A. Kelly (Aluminum Co. of America.)

**Los Angeles Transportation Club:** Colonel J. B. Colegrove, senior deputy director of Civil Defense for Los Angeles, discussed civil defense in relation to traffic and transportation at a recent meeting.



Left to right (upper row): Milton, American; Vreeland, Delta; Klema, Air France; Brown, Fox, and Frey, Airborne.
Left to right (lower row): Ben-Ari, El Al; Zabarte, O'Leary, Schaefer, Amico, and Brown, JAL.

**Traffic Club of Houston:** The following officers have been elected: J. L. Whittredge, Anderson-Clayton Co., president; A. T. Leigh, Sr., Sea-Land Service, Inc., first vice president; P. E. Chimene, Jr., Gulf Oil Co., second vice president; Jerry M. Boyer, Frisco Lines, secretary; and Jack M. Bradshaw, New York Central System, treasurer. Directors are: H. E. Fisher, Jr., A. O. Smith Corp.; Melvin R. Harper, Hughes Tool Co.; J. H. Stringfellow, Jefferson Lake Sulphur Co.; and Ernest N. Hansen, a traffic and transportation consultant.

**Women's Traffic Club of New York:** Newly elected officers installed at the annual dinner meeting held on June 14 at the Park Sheraton Hotel were: Nettie Day, Abbey-Day Trucking Service, president; Helen P. Reilly, Aluminum Co. of America, first vice president; Mabel A. Griffin, Chesapeake & Ohio Railway, second vice president; Armida E. Martucci, Daniel F. Young, Inc., recording secretary; Evelyn G. Kobler, Long Island Rail Road, corresponding secretary; and Rosemary Skippon, Waterman Steamship Corp., treasurer. Directors are: Beulah R. Gluckman, Rubber & Plastics Compound Co., Inc.; Margaret V. Leary, Port of New York Authority; Ruth Tag, National Biscuit Co.; and Irene Wheeler, Knickerbocker Despatch, Inc. Mollie Strum, trial attorney for the Department of Justice, was guest speaker.

**Cleveland Transportation Club:** Officers recently elected Leo G. Zahn, B. F. Goodrich Chemical Co., president; Herb Treadwell, New York Central System, vice president; Arthur L. Swell, Southern Railway System, secretary, and Arthur W. Marriott, American Steel & Wire Co.

## CONGRATULATIONS

### UNITED STATES AIRLINES

**American:** C. R. Milton appointed to the newly created post of director-cargo routing and control. He was formerly in charge of administrative services at Chicago.

**Braniff:** Ed Swatek and William J. Webb, both 22-year Braniff veterans, promoted to assistant controllers. . . . Loyd Eden, a 24-year veteran, takes additional responsibilities with the combined title of assistant treasurer and manager of revenues.

**Delta:** Roy Vreeland appointed Chicago superintendent of cargo sales-Eastern Division. Formerly cargo sales representative for the carrier, he has had 15 years' experience in the airline industry.

**Northeast:** Robert P. McElwain named district executive sales representative in the New York City area.

**Northwest:** W. L. Pollock appointed director of public relations. He was previously public relations manager in the Western Region. . . . M. J. Lapensky elected comptroller.

**United:** Donald C. Cannalte appointed publicity representative in Los Angeles.

### FOREIGN AIRLINES

**Air France:** William J. Klema named district manager in Kansas City. He joins from American, having been associated with that airline for 10 years.

BOAC: Sir Matthew Slattery appointed full-time chairman . . . Sir Wilfred Neden named part-time deputy chairman.

**El Al:** M. Ben-Ari, named deputy managing director, succeeds the late Dr. A. Rywkind. Ben-Ari, with El Al since its early days, was most recently director of sales.

**JAL:** Three new district sales offices have been opened. James O'Leary becomes district sales manager of the New England area with headquarters in Boston, and Akira Nakamura named assistant district sales manager. Ramon Zabarte will manage the Detroit district sales office. He has had prior associations with Philippine Air Lines and KLM. . . . Zabarte also has been with IATA. . . . Robert T. Schaefer appointed district sales manager in Philadelphia, covering Southern New Jersey and Eastern Pennsylvania. He served with American for eight years before joining JAL over four years ago. . . . Sal Amico named to the post of air cargo coordinator at New York International Airport. He brings to JAL 13 years of cargo experience in the New York area with Capital, New York Airways and United. . . . William Brown appointed to the cargo sales staff covering commercial, cargo agent and steamship accounts in the Manhattan area.

**Lufthansa:** Martin Landgrebe named regional sales manager in San Francisco. He succeeds Fritz Oehlmann.

### FORWARDERS-AGENTS

**Air Express International:** Tadeo Tanaka and Kosaku Kageyama, both formerly with Yamato Transportation Co., Ltd., Tokyo, appointed sales representatives in Japan. . . . Takatoshi Ogawa named to head operations in Tokyo. He served previously for nine years with Pan American.

**Airborne Freight:** Louis R. Frey, formerly assistant district manager in New York, becomes district manager of the new operations and sales office in Newark, N. J. . . . William Fox promoted to manager of Cross-World Air Cargo, Inc., international air freight forwarding subsidiary of Airborne in New York City. . . . Fred D. Brown appointed district manager in Boston. . . . Gene Headley named sales representative for the Southern Michigan area.

**Davies, Turner & Co.:** Donald E. Anderson appointed general freight agent, with headquarters in Chicago.

### INDUSTRIAL TRAFFIC

**American Car & Foundry Division, ACF Industries:** Stephen F. McDermott named traffic manager in charge of transportation.

**Continental Steel Corp.:** J. V. McIntyre succeeds the late Homer L. Armstrong as general traffic manager.

**Chris-Craft Corp.:** A. Thomas Kois named general traffic manager at Pompano Beach, Fla.

**Blue Bell, Inc.:** William E. Hertwig appointed traffic manager.

**Dow Chemical International:** James A. Kenny appointed manager of foreign traffic.

**Cyanamid International:** T. R. Piaget promoted to export traffic manager.

**Borden Chemical Co.:** Raymond N. Rear promoted to general manager of the new traffic department handling all transportation matters.

**Miehle Co., Div. of Miehle-Goss-Dexter:** Paul C. Gustafson, traffic manager, presented with an inscribed gold watch by J. W. Coultrap, president, on the completion of 40 years of service.

**Frank H. Fleer Corp.:** Mrs. Adele Konefal promoted to traffic manager.

**United States Gypsum Co.:** H. Lee Huffman named southeastern traffic manager in the new traffic department office opened recently in Atlanta. . . . James J. Cordo succeeds Huffman in New York as assistant eastern traffic manager.

**Bridgeport Brass Co.:** William Flacks appointed traffic manager at the Warren, Ohio, plant.

**Pennsalt Chemicals Corp.:** Burt R. Osterman named regional traffic manager at Tacoma.

**General Motors Corp.:** Richard J. Mollica named assistant general traffic director in the central office of the Chevrolet Division. . . . Wray C. Winger elevated to assistant general traffic director of Chevrolet-Detroit Gear & Axle. . . . A. Harold Durocher appointed general traffic manager-central office. . . . Delmer C. Bennett named traffic manager-central office. . . . Robert E. Hatfield appointed supervisor-operations, central office.

**Aldens, Inc.:** Ernest F. Holvay named general traffic manager.

**Western Chemical Division, Hooker Chemical Corp.:** Chester D. Roberts takes the new position of traffic manager.

**Swift & Co.:** Robert W. Reneker, director and vice president, assumes supervision of purchasing and transportation departments of the company.

## EXPORT & MARKETING

**Beech Aircraft Corp.:** Edward G. Binning appointed a regional sales representative for the export division.

**Ekco Products Co.:** Howard J. Fremont, formerly with Revere Camera Co., appointed export manager.

**Dunham-Bush, Inc.:** George R. Williams named assistant export manager.

**Chemstrand Corp.:** J. Floyd Smith joins as staff director-marketing coordination. He was previously with the Firth Carpet Company.

## AIRCRAFT

**Lockheed Aircraft Service, Inc.:** H. Fletcher Brown, a 31-year veteran of the aircraft industry, elected vice president and assistant to the president.

## HANDLING EQUIPMENT

**Hyster:** Hollis Conner appointed sales manager of the International Division, with headquarters at Peoria.

## AIRPORTS

Donald G. Shay appointed manager of the Seattle-Tacoma International Airport. He has been associated with the airport since 1947. Robert M. Spicer succeeds him as superintendent of operations.

## MASSACHUSETTS

(*Continued from Page 16*)

transport that offer fast service. New England is therefore unquestionably a prime market for the sale of air freight services and should continue to be so in the future. If the airlines are to handle this traffic, the motor carriers domiciled in New England, those with New England ingenuity and New England capital behind them, must of necessity handle the traffic too. However, if the airlines are not able to attract this traffic, by reason of hindrances such as motor truck arbitraries, the freight will most likely move via motor carriers, but which motor carriers? Not the local New England motor carriers, because we are thinking of long-haul traffic. The freight would move via the long-haul truckers and the members of the New England Motor Rate Bureau would not share in this highly profitable traffic.

"We are pretty well convinced that the New England motor carriers have hurt themselves by the imposition of this arbitrary on air freight at Logan Airport, but this can be corrected by the cancellation of the arbitraries here under consideration at an early date.

"We believe the airport arbitraries to be unlawful in that they violate part II of the Interstate Commerce Act and the cancellation of the arbitraries will remove the questions of the lawfulness. . . ."

## CAB

(*Continued from Page 26*)

*(June 1960 AT, Page 6; July 1960, Page 32)*, towards cancellation or suspension of NEA's certificate insofar as it authorizes Florida service.

The Board pointed out that "the primary focus" of National's petition is on three transactions, most important of which is an up to $9.5 million loan to NEA by Toolco "in order to provide working capital and for use in connection with a program to commence operations with Convair 880 pure jet aircraft." It further stated:

"Concurrently with this loan, Toolco has surrendered to NEA early delivery positions for six Convair 880 pure jet aircraft, which will be leased to NEA from the manufacturer with an option to purchase, and which the carrier plans to operate over its Florida route by the coming winter. These two arrangements are coincident with an agreement between Atlas and Toolco to vote their interests in their respective airlines for a merger agreement between TWA and NEA. The merger has been approved by the board of directors of NEA, but has not yet been voted on by the TWA board.

"National's petition contends that, through these transactions, the Hughes interests either have already acquired control of NEA, or will do so shortly, without prior Board approval and thus in violation of both Section 408 and a specific Board order. National argues that such control will be acquired through a debtor-creditor relationship, buttressed by NEA's dependence on TWA for all of its jet aircraft, Hughes' ownership of approximately 10% of the outstanding stock of Atlas, and Hughes' 'virtual option to merge Northeast with TWA,' a situation allegedly similar to that which the Board found constituted control in the Pan American-National Case. In support of its efforts to remove NEA from the Florida route, National alleges that existing traffic is insufficient to permit profitable operations for three carriers, and that this situation will be worsened when NEA begins service with six large jet aircraft. National further contends that leasing these aircraft for seven years when NEA's authority to serve Florida has but one remaining winter season prior to expiration is 'improvident.' . . ."

It also is National's position that the aircraft-leasing arrangement represents an attempt to prejudice the CAB's decision with regard to the question of Northeast's certificate renewal, an action which National feels is adequate grounds on which of restrain consummation of the deal.

The Hughes interests deny that control of NEA is involved at all. They claim that the loan is not contingent on the TWA-NEA merger plan, there are no restrictions on NEA, and is "subordinate to the rights of senior creditors of NEA." The Board declared that the Hughes interests have been arguing that no one has shown that NEA requires capital in addition to the Toolco loan, or that Toolco is the sole future borrowing source. Hughes' ownership of Atlas stock does not constitute control, the Board reported the Hughes interests as stating, "since that stock is being held in a voting trust and voted according to the recommendations of the Atlas management."

As to National's argument that NEA's Florida route should be suspended or cancelled, "the objecting parties assert that the route can support three carriers; that NEA, in leasing jets, is merely trying to maintain a competitive position, and that curtailing NEA's certificate before it has expired would be manifestly unfair to the carrier."

"The Board has carefully considered the contentions of the parties and has determined not to restrain the transactions complained of. Although these transactions may raise the possibility of Hughes' controlling NEA, the Board believes the power to control, if it exists at all at this time, is not so clearly established as to warrant Board action at this time to restrain the loan and aircraft transactions prior to their completion. Furthermore, there is little risk that failure to take interim action would in any way restrict the Board's freedom to later compel restoration of the *status quo ante* if that be its ultimate decision."

It concluded, however, that the trans-

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actions have brought "a serious question of control," and for this reason is ordering an investigation.

## ALLEGHENY BIDS FOR ROUTES

Allegheny Airlines, local service air carrier, will seek authority to operate the routes from which Capital Airlines is proposing to withdraw. Leslie O. Barnes, president of Allegheny, made his company's intention known in a letter addressed to CAB Chairman Whitney Gilliland.

## 1958 DIRECTIVE UPHELD

A Civil Aeronautics Board directive to Capital Airlines, issued in 1958, has been upheld by the United States Court of Appeals for the District of Columbia. The directive had ordered Capital to add two daily round-trip coach flights between Toledo, on the one hand, and New York, Chicago, and Philadelphia on the other.

## 3-YR. OK FOR AMERICAN EXP.

American Express Company's long-sought authorization as an international air freight forwarder was won several weeks ago when the CAB granted it operating authority subject to specific conditions. In its orders (E-15453, E-15454) in Docket No. 9315, the Board stated:

"In view of American Express' unique position with respect to its banking and financial facilities and resources, its authorization will be limited to three years in order to evaluate its impact on existing forwarders and to assess the effects of its contracts with surface carriers, interlocking relationships, and travel agency operations.

"Various control and interlocking relationships approved pursuant to Sections 408 and 409 of the Act and approval of certain other interlocking relationships deferred."

In its opinion, the Board, pointing out that American Express, in addition to seeking authority to operate as international air freight forwarder, wanted approval under Sections 408 and 409 of the Federal Aviation Act of "certain control and interlocking relationships," stated:

"After due notice, a public hearing was held before Examiner Herbert K. Bryan, who concluded that the application for a certificate should be denied, but recommended that Express be granted operating authorization for a period of five years pursuant to Part 297 of the Economic Regulations, subject to certain conditions. He further recommended that control of certain subsidiaries of Express should be approved under Section 408 of the Act, that certain interlocking relationships under Section 409 be approved and others deferred, and that the applications and investigation in all other respects should be dismissed. . . .

"After careful consideration of the record and the arguments of the parties made orally and in brief, we have decided to follow substantially the Examiner's recommendations. . . .

"The Examiner has recommended that Express' operating authorization be limited to a period of five years. We shall instead limit the authorization to a period of three years.

"As an international air freight forwarder, Express will have at its command banking and financial facilities and resources no other forwarder can offer or utilize. While its unique position in this respect can be of positive benefit to the public, it also poses an unprecedented risk to competitor forwarders if improperly used. To guard against undesirable developments we are free to impose restrictions relating to Express' banking and financial activities and to limit operations to an experimental period. Since we are loath to assume that Express will abuse its position in operating as a freight forwarder, we are adopting the Examiner's very moderate requirement that Express merely retain a record of shipments on which it provides both banking and air freight forwarding services, including information as to the banking terms, and we are not prohibiting or otherwise restricting its banking or financial activities in any way in connection with air freight forwarding, as certain of the parties have proposed. But while we are reluctant to interfere with such operations, our responsibilities will not permit us to give Express unlimited authorization at this time and we consider the Examiner's five-year limitation to be too long under these special circumstances.

"In our opinion a three-year period will be of sufficient duration to evaluate whatever impact Express' entry into air freight forwarding has on existing forwarders and at the same time will not be of such length that any undue and unfair competitive advantage which may accrue to Express will cause substantial detriment to other forwarders. Moreover, while our greatest concern is over the possibilities inherent in Express' economic advantages, this experimental period will, of course, also allow an assessment of the degree to which its contracts with surface carriers have caused a diversion of traffic from domestic air freight, whether significant conflicts of interest have developed because of its interlocking relationships, and whether direct air carriers and competing forwarders have been adversely affected by its travel agency operations. Accordingly, Express' operating authorization will be limited to a period of three years.

"The Examiner has recommended that Express, in its holding out and in its documents used in performing its service, describe itself as 'American Express Company, air cargo consolidator, not connected with any air express company.' We changed the industry title to 'air cargo consolidator' in our original opinion in the *Air Freight Forwarder Investigation*. However, on reconsideration we decided to retain the designation 'international air freight forwarder' and that title is employed in the revision of Part 297 of the Economic Regulations adopted on December 3, 1959, and effective January 3, 1960. The Examiner's recommendation in this respect is modified accordingly and the use elsewhere in the recommended Decision of the designation 'air cargo consolidator' should be changed to 'international air freight forwarder.'"

### "Unique Problems"

The Board acknowledged that the form of authorization to Express raised "unique problems requiring special consideration." The firm is a joint stock association which does business in the United States and Canada. Continuing, the opinion explained:

"The American Express Company, Inc. (Express, Inc.), is a wholly-owned domestic subsidiary of Express, and it in turn owns or controls at least five foreign corporations which, among other things, are presently engaged in surface forwarding activities inbound to the United States. In addition, there are some 29 affiliated companies which form the Express system, but, so far as appears from the record, only Express, Express Inc., and its five foreign subsidiaries participate in forwarding activities.

"The proposed method of operation by Express, should it obtain appropriate authority, does not appear to have been considered extensively on the record. However, the applicant states unequivocally on brief both to the Examiner and to the Board, that only it—Express—will handle outbound shipments from the United States in the capacity of an international air freight forwarder. It also states that forwarding of inbound shipments to the United States will be handled by Express, Inc., and its five foreign subsidiaries referred to above.

### Question of Form

"All concerned recognize that there is a question concerning the form in which any authorization should be issued, but there is no unanimity as to the proper solution. Bureau Counsel generally took the position that, although it is true that the Board has disclaimed exercise of jurisdiction over forwarding operations by foreign citizens to the United States, where as here they are an integral part of an air freight forwarding operation by a United States forwarder, their activities must be conducted in accordance with Part 297; otherwise a convenient device would be afforded to avoid compliance with regulatory requirements. Accordingly, Bureau Counsel proposed a broad general condition which in effect would subject all air freight forwarding operations of the American Express system, whether conducted by Express or its agents, subsidiaries or affiliates, both inbound and outbound, to Part 297. The Examiner, on the other hand, agreed with Bureau Counsel only in part and advocated a more limited condition which would require only that inbound air freight forwarding activities of Express' foreign subsidiaries and affiliates (but not agents) comply with Part 297. The Examiner's theory was that (1) the limitation on outbound shipments is unnecessary because without it Express and its domestic affiliates would have to comply with Part 297; and (2) agents should not be covered since they would not necessarily either be owned or controlled by the American Express system, and, in any event, any agreements between Express and agents abroad who might also be foreign freight forwarders would be subject to Board approval under Section 412.

"The applicant's position seems to be that (1) such a condition for outbound shipments from the United States is unnecessary because only Express, the applicant, would be engaged in such freight forwarding; and (2) as far as inbound shipments handled by foreign subsidiaries are concerned, such subsidiaries are bona fide foreign citizens and the Board has disclaimed jurisdiction over inbound freight forwarding operations by forwarders. The applicant states, however, that it would be willing to accept a condition along the lines suggested by the Examiner if the Board deems it essential to the protection of the public interest.

"Although only Express was an applicant herein, all parties appear to have treated the matter as though what is being authorized are operations by the entire Express system. Similarly, all parties seem to have considered that any limitations that might be necessary on the operations of the system should be expressed in the form of a condition. Accordingly, we have decided to impose the following condition:

"*All common carrier air freight forward-*

*ing operations to and from the United States for or on behalf of the American Express Company, whether performed directly by American Express Company or through its domestic and foreign affiliates and subsidiaries, shall be conducted in accordance with the requirements of Part 297 of the Economic Regulations."*

The Examiner previously had recommended approval of control by Express of Express, Inc., and its subsidiaries: American Express Company, Ltd.; Wells Fargo & Company Express, S. A. S. M.; Daimler Hire, Ltd. With regard to this aspect of the proceeding, the Board said:

"From his (the examiner's) discussion of control relationships, however, it is not clear that he considered Express' control of American Express Company of Brazil to be within the scope of Section 408. Nor is it apparent from his findings that he included Wells Fargo & Company to be a company whose control by Express requires Board approval under that section. Express has requested approval of its control of the two companies.

"American Express Company of Brazil is a holding company owning 100% of the stock of American Express Company, S.A.V.I., an IATA travel agent. Wells Fargo & Company is likewise a holding company owning 100% of the stock of Wells Fargo & Co., S.A.S.M., also an IATA travel agent. Since the subsidiaries of the holding companies are engaged in a phase of aeronautics, the holding companies themselves must be held to be engaged in a phase of aeronautics. Accordingly, we find that the control of these two holding companies is subject to approval by the Board under Section 408(a)(6) of the Act.

"Similarly, while the Examiner has specifically recommended approval of the indirect control by Express of Daimler Hire, Ltd. (Daimler), a common carrier, under Section 408(a)(5), it is not entirely clear whether he has included the parent holding corporation, Hertz American Express International, Ltd. (International), as a company whose direct control by Express requires our approval. We conclude that our approval is required for the reason that where the record shows that the holding company is closely identified with the operating common carrier, to the point of taking part in or supervising its operational activities, then the Board is warranted in treating the holding company itself as the common carrier. Were this result not to obtain, it is clear that the provisions of both Sections 408 and 409 could be avoided by the device of separate corporate entities. Here the record clearly indicates that International is closely identified with Daimler, and accordingly we hold International itself to be a common carrier for present purposes."

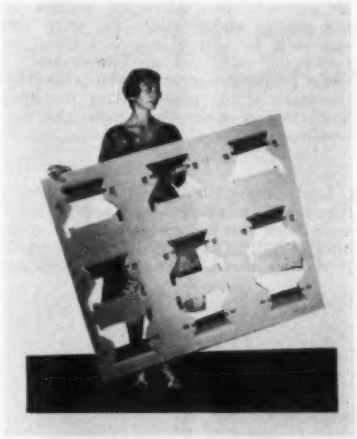
### Relationships Approved

Thus the Board found that Express' control of American Express Company of Brazil, Wells Fargo & Company, and International not inconsistent with the public interest, and the control relationships were approved.

It accepted the recommendation of the examiner that pending compliance with Part 251 of the Economic Regulations, consideration of the interlocking relationships resulting from partners of Eastman-Dillon serving on the boards of various companies falling within the purview of Section 409 of the Act be deferred. The CAB also deferred action on the request of Express and Lucius Clay for approval of interlocking relationships between Express and U. S. Operations, Inc.

## NEW EQUIPMENT FOR THE *Shipper & Carrier*

Two firms—Star Corrugated Box Co., Inc., New York, and Connelly Containers, Inc., Philadelphia—have been licensed by L. Davidson, consulting engineer, for the manufacture of new double- and triple-wall corrugated-board pallets which reportedly have a carrying capacity of 10,000 pounds each. Weighing five pounds each so that even a woman can handle it (see illustration), a pallet can be assembled



within 90 seconds. No tools, jigs, or adhesive are required to set it up. Davidson told *Air Transportation:*

"One hundred to 150 corrugated-board pallets can be stored to a height of four feet, depending on whether they are double- or triple-wall board. The double wall will carry up to 1,500 pounds, and the triple wall up to 3,000 pounds. With a little modification the triple wall can be made to carry 10,000 pounds, and the double wall up to 5,000 pounds. These pallets are shipped as flat boards, and therefore can be shipped economically long distances."

Signode Steel Strapping Co. recently introduced its so-called Super-Strip Pallet which is said to cost slightly more than standard warehouse pallets, but lasts more than twice as long. Among its features are "two- and four-way entry, elimination of snagging, and simple construction." Constructed of wood, it is reinforced with a specially made plastic coated steel strapping which is "treated to bend well and be nailable."

A new strapping tool which is reported to combine tensioning, automatic placement of seals, sealing and scoring of steel strap has been added to the line of strapping equipment produced by A. J. Gerrard & Co. The new tool, Model 2302, handles ½" and ⅝" strap in gauges of .015" to .023" and holds 50 seals in a clip-type magazine. Seals are automatically fed onto the tensioned strap so that one motion crimps the seal and scores the strap for easy break-off. A continuous take-up on the unit permits feeding strap directly from a coil, eliminating wasted strap and lost time needed to precut strap. The tool scores strap for easy break-off, leaving strap in operator's hand ready to be inserted into tool for next cycle. Made of high strength steel, the stretcher-sealer has been designed for long service under rugged operating conditions, according to the


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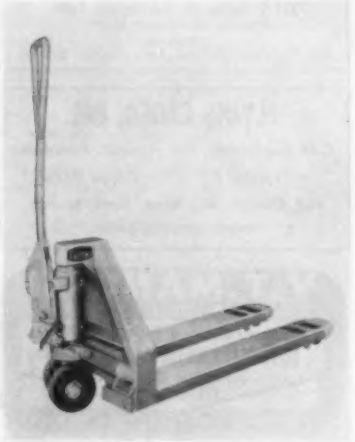
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manufacturer. Balanced construction of the tool enables operator to perform strapping operations with a minimum amount of effort, thus reducing employee fatigue—an important factor.

A new hand tool for removing staples and stitches from cartons has been introduced by Flash Manufacturing Co. Called the Flash Carton Staple Remover, it is constructed of heavy duty die cast zinc with a steel welded tip. The new tool is designed to prevent the back of the user's hand from being torn by ragged staples which stick out when stitched cartons are pried apart. Produced for shipping and receiving departments, it is said to have the advantage of being small enough for the shipping clerk to carry in his pocket. The handle is constructed with enough balance so that a slight upward movement of the hand will quickly and safely force the stitch out.

The Raymond Corporation has added an economy model to its line of hydraulic hand pallet trucks. Dubbed the Pal-Jac, it is offered in two standard widths, 21" and 27", with fork lengths of 32", 36", 42" and 48". It has a capacity of 2,200 pounds. The truck is fully hydraulic. Its forks are raised by pumping the towing



handle. A pressure sensitive foot pedal device allows fast or slow lowering. Booster rolls at the ends of the forks facilitate easy pallet entry and a tapered runner helps the forks to slide out of the pallet smoothly. Two 7" diameter floor protective plastic front wheels and four 3¼" diameter rear load wheels are all equipped with ball bearings. The truck is said to have been built to combine rugged construction with light weight. The standard 27"-wide model with 48" forks weighs 250 pounds.

The American Pulley Co. has introduced a new line of battery-powered Safeway portable elevating trucks that is reported to provide up to 33% more load and load length capacity. The new line includes 24 models—three times the number of battery-powered units the company made formerly. Twelve of the new models are rated for lifting 1,500-pound loads that are up to 32" in length. The others feature 2,000-pound load capacities and 24" load lengths. Until the present time the firm's largest elevating truck was equipped to handle a 1,500-pound load capacity up to 24" in length.

The manufacturer stated that "in addition to offering greater flexibility to the user in handling more bulky and heavier loads, the new units are available at a nominal extra charge of $100 for the 1500-pound capacity models and $135 for the 2,000-pound capacity trucks." It was pointed out that design changes incorporated into the new trucks provide more heavily constructed forks and heavier hydraulic cylinders.

Safety features include dual floor brakes with 12" braking area, plus a built-in lowering valve in the hydraulic system which is designed to eliminate the danger of sudden or rapid lowering of a load. Two heavy-duty roller leaf type chains on dual sheaves support the fork carriage. A hydraulic drive attachment for moving 1,500-pound capacity trucks is also available. It adds only 10½" to the overall length of the truck and is equipped with important safety devices, including a control that automatically stops the truck if the operator removes his hand from it; and an automatic reversal, which enables the operator to quickly shift the truck into reverse if he should become trapped between the unit and an obstruction. A wheel guard, an optional feature that stops the truck if the guard strikes the operator's foot or other obstruction, also may be obtained.

Lewis-Shepard Products, Inc., recently introduced a newly developed portable scale truck that incorporates a scale as an integral part of a hydraulic footlift truck. It enables commodities to be moved and



weighed simultaneously. The hydraulic footlift hand truck is built with special lifting angles to hold the scale. Each truck must be adapted to suit the design and capacity of the scale to be used. This combined operation is designed to eliminate multiple handling of loads and avoid the time consumed in handling the material on the truck and then taking the material and truck over to a scale in order to get the reading of weight. An interesting time- and labor-saver.

A second new product is a walkie-type electric powered shelf truck with drive and steering controls at each end for convenience in operating in narrow aisles. It was pointed out that shelves can be made with various widths, lengths and vertical dimensions to suit the product handled. It is said to be "ideal for use in delivering tote pan loads of small parts to work stations, as a general service truck, or for order selecting and handling small packaged items in less than pallet load quantities."



The third item—a new special straddle type hydraulic footlift truck equipped with fixed forks—is for handling low underclearance pallets and skids. It has a capacity up to 2,000 pounds and can be



equipped with forks for 48" load lengths. The forks can be used with pallets that are either open-face or double-faced style. With 2,000-pound capacity and a 48" load length the forks are 5" wide x 36" long. With these specifications the straddle base arms may be held to 3" width for areas where space requirements are critical.

Finally there is a multi-purpose attachment for handling both palletized and non-palletized loads, called the Master Universal Clamp. Hydraulically actuated arms have a clamping range from 18" to 46" or



from 23" to 60" depending on material handled. The Master Universal Clamp can lift, transport stack and unpile bales or cases unsupported when the hydraulic side

(*Concluded on Page* 43)

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*Official text of revised Part 244 of the CAB Economic Regulations*

# FILING OF REPORTS BY AIR FREIGHT FORWARDERS, INTERNATIONAL AIR FREIGHT FORWARDERS, COOPERATIVE SHIPPERS ASSOCIATIONS

**Subpart A—General**

**§ 244.1 Definitions.**

For the purposes of this part:

"Air Freight Forwarding Operations" means the operations of the reporting forwarder conducted under its own air waybills (or other documents serving the same purpose)—and not its operations as an agent of a shipper or of a direct air carrier.

"Consolidation" means air freight, handled in the air freight forwarding operations of the forwarder, which is tendered to a direct air carrier (or other freight forwarder in the case of joint loading) where the reporting forwarder is consignor and consignee.

"Cooperative Shippers Association" means any indirect air carrier classified and defined as such in Part 296 of this chapter.

"Domestic shall apply to operations between or within any of the states of the United States and the District of Columbia.

"Freight Forwarder" means any indirect air carrier classified and defined as an "Air Freight Forwarder" in Part 296 of this chapter or as an "International Air Freight Forwarder" in Part 297 of this chapter.

"Overseas/Foreign" shall apply to all operations other than Domestic; including but not limited to overseas operations between a place in a State, or the District of Columbia and any place in a territory or possession of the United States, or between place in a territory or possession of the United States, and a place in any other territory or possession of the United States and foreign operations between a place in the United States and any place outside thereof.

"Originating Air Station" means any air station at which the reporting forwarder receives shipments as a freight forwarder by air and tenders them to direct air carriers at such station whether such activity is undertaken directly by the reporting forwarder or through an agent.

"Shipment" means (1) a single consignment of one or more pieces, from one shipper, at one time, at one address, receipted for in one lot, and moving on one air waybill to one consignee at one destination address (with respect to Schedule T-1, Item 9 and Schedule T-2) or (2) air freight which the reporting carrier does not handle in its air freight forwarding operations (with respect to Schedule T-1, Items 10-12).

**§ 244.2 Applicability.**

(a) Every freight forwarder holding effective authority from the Board shall periodically prepare and file the financial, operating and insurance report entitled "Report of Air Freight Forwarders and International Air Freight Forwarders," (CAB Form 244) as provided in this part whether or not such forwarder is actively engaged in air freight forwarding operations.[1]

(b) Each cooperative shippers association shall annually file with the Board the financial and operating report, entitled "Annual Report of Cooperative Shippers Associations," (CAB Form 244A) hereinafter described. Each such association shall file this report regardless of whether it is inactive during the report period and where items are not applicable the word "none" should be inserted.

**§ 244.3 Extension of filing time.**

If circumstances prevent the filing of a report within the prescribed time limit, consideration will be given to the granting of an extension upon receipt of a written request therefor. Such a request must give good and sufficient reason to justify granting the extension, must set forth the date when the report can be filed, and be submitted sufficiently in advance of the due date to permit proper time for consideration and communication to the indirect air carrier of the action taken. Except in cases of emergency no such request will be entertained which is not received in sufficient time to enable the Civil Aeronautics Board to pass thereon before the prescribed due date. If a request is denied, the indirect air carrier remains subject to the filing requirements to the same extent as if no request for extension of time had been made.

**§ 244.4 Waiver.**

A waiver of any provision of this regulation may be granted by the Board upon its own initiative or upon the submission by an indirect air carrier of a written request therefor, provided that such a waiver is in the public interest and it appears to the Board that temporary or particular conditions warrant a departure from the provisions set forth herein.

**§ 244.5 Separability.**

If any provision of this part or the application thereof to any indirect air carrier or circumstances is held invalid, the remainder of this part and the application of such provision to other indirect air carriers or circumstances shall not be affected thereby.

**Subpart B—Financial, Operating and Insurance Reports by Freight Forwarders**

**§ 244.10 General.**

(a) Each freight forwarder shall prepare and file, in duplicate, CAB Form 244[2] entitled "Report of Air Freight Forwarders and International Air Freight Forwarders," in accordance with the requirements of this part and the instructions set forth in such form which is incorporated herein and annexed hereto.

(b) The aforesaid report consists of a statement of certification and individual schedules to be filed therewith at various specified times. These schedules are identified as follows:

(1) Schedule B, Balance Sheet; P, Statement of Profit and Loss; T-1, Operating Statistics; T-2, Station Data; and T-3, Traffic Flow Data; all to be filed semi-annually.

(2) Schedule G-1, General Officers and Directors, List of Stockholders; and G-2, Corporate and Securities Data; Investments in Other Companies; both to be filed annually.

(3) Schedule I, Statement of Insurance Coverage; to be filed semi-annually and after any change in the data reported.

(c) The aforesaid schedules and certification shall be filed so as to be received by the Civil Aeronautics Board within forty-five (45) days after the termination of each prescribed semi-annual and annual period and, with respect to Schedule I, also within thirty (30) days after a change relative to insurance data previously reported. All documents filed in connection with the report shall be considered a part thereof and included within the certification pertaining to the report. The reports shall be addressed to the Board, attention of the Office of Carrier Accounts and Statistics.

**§ 244.11 Report certification.**

Each filing of CAB Form 244 schedules shall be accompanied by a signed statement by the official in charge of the carrier's accounts certifying that all schedules and supporting documents submitted therewith or previously thereto as parts of the particular report were prepared by him or under his direction, that he has carefully examined them and that they correctly reflect the accounts and records of the carrier and are complete and accurate to the best of his knowledge and belief. The statement of certification appears on the face sheet of the report form and shall apply to all CAB Form 244 schedules and documents filed therewith. The original of the certification shall be accompanied by a conformed copy thereof.

**§ 244.12 Balance sheet (Schedule B).**

(a) The balance sheet, which is designated as Schedule B of CAB Form 244, shall be prepared as of June 30 and December 31 of each year and be filed with the Board as provided in § 244.10.

(b) Schedule B shall reflect the balances of all the assets and the liabilities and capital of the reporting forwarder. Assets shall be subdivided into current assets, property and equipment, and other assets. Liabilities shall be subdivided into current liabilities, long-term debt, and other liabilities. All the aforestated categories shall be further subdivided into their principal components as shown by Schedule B and the instructions thereon.

**§ 244.13 Statement of profit and loss (Schedule P).**

(a) The Statement of profit and loss, which is designated as Schedule P of CAB Form 244, shall be prepared for each semi-annual period ending June 30 and December 31 of each year and be filed with the Board as provided in § 244.10.

(b) Schedule P shall reflect the revenues and expenses of the reporting forwarder with separation as between domestic and overseas/foreign operations if both are engaged in. Both revenues and expenses shall be divided as between those derived from air freight forwarding and those from other operations, and further subdivided into their principal components as shown by Schedule P and the instructions thereon.

**§ 244.14 Operating statistics (Schedule T-1).**

(a) The schedule of operating statistics, which is designated as Schedule T-1 of CAB Form 244, shall be prepared for each semi-annual period ending June 30 and December 31 of each year and be filed with the Board as provided in § 244.10.

(b) Schedule T-1 shall be prepared and filed only by freight forwarders whose gross air freight forwarding revenues (item 4 of Schedule P) exceed

[1] See § 244.30 for provisions respecting certain reports for the semiannual period ending June 30, 1960, and Statements of Insurance Coverage to be filed after June 30, 1960.

[2] CAB Form 244, filed as part of original document, may be obtained from the Publications Section, Civil Aeronautics Board, Washington 25, D. C.

$50,000 for the 12-month period ending on the same date as the semi-annual period covered by the particular report.

(c) Schedule T-1 shall cover where applicable both domestic and overseas/foreign air operations. With respect to air freight forwarding operations of the forwarder, the schedule shall reflect the number and weight of (1) all consolidations tendered by the freight forwarder to each class of direct air carrier for transportation by charter and otherwise, (2) all consolidations tendered under joint loading arrangements, and (3) all shipments received from shippers for forwarding. With respect to other air operations by the forwarder, the schedule shall reflect the number and weight of all shipments tendered by the reporting carrier to direct air carriers in a capacity other than as a freight forwarder (air cargo sales agent, shipper's agent, or other capacity). All the aforestated categories shall be itemized and subdivided as shown by Schedule T-1 and the instructions thereon.

**§ 244.15 Station data (Schedule T-2).**

(a) The schedule of station data, which is designated as Schedule T-2 of CAB Form 244, shall be prepared for each semi-annual period ending June 30 and December 31 of each year and be filed with the Board as provided in § 244.10.

(b) Schedule T-2 shall be filed only by carriers whose gross air freight forwarder revenues (item 4 of Schedule P) exceed $50,000 for the 12-month period ending on the same date as the semi-annual period covered by the particular report.

(c) Schedule T-2 shall cover the traffic volume handled by the reporting forwarder at each originating air station in domestic and overseas/foreign air freight forwarding operations where applicable. For each originating air station, report the total number of all air shipments received from shippers at such station (not including shipments being reconsolidated) and the total number and weight of all consolidations made to direct air carriers, or freight forwarders in the case of joint loading, at such station (including reconsolidations — that is, air freight which has previously been consolidated, in the air freight forwarding operations of the reporting forwarder, and tendered to a direct air carrier, or freight forwarder in the case of joint loading). This data shall be reported as shown by Schedule T-2 and the instructions thereon.

**§ 244.16 Traffic flow data (Schedule T-3).**

(a) The schedule of traffic flow data, which is designated as Schedule T-3 of CAB Form 244, shall be prepared for each semi-annual period ending June 30 and December 31 of each year and be filed with the Board as provided in § 244.10.

(b) Schedule T-3 shall reflect the main routings of consolidations handled by the reporting forwarder in both domestic and overseas/foreign air freight forwarding operations where applicable. The reporting forwarder shall list on this Schedule, in descending order of importance, the ten pairs of air stations representing the largest directional traffic flow based upon the total weight of air consolidations tendered to direct air carriers (or freight forwarders in the case of joint loading) and transported between such stations, in one direction. There shall also be listed the total tonnage of consolidations moving between each of the ten pairs in such direction. The aforesaid data shall be reported as shown by Schedule T-3 and the instructions thereon.

**§ 244.17 General officers and directors, list of stockholders (Schedule G-1).**

(a) The schedule relating to general officers, directors and stockholders, which is designated as Schedule G-1 of CAB Form 244, shall be prepared as of December 31 of each year and filed with the Board as provided in § 244.10.

(b) Schedule G-1 shall identify, in cases where the reporting forwarder is a corporation, those officers and directors whose positions are elective and their ownership of the reporting forwarder's securities. This schedule shall also identify all persons holding more than five percent of the reporting forwarder's outstanding capital stock or, in cases of unincorporated business enterprises, more than five percent of the total invested capital, and the holdings of each such person. The abovementioned persons and their holdings shall be identified in the manner set forth in Schedule G-1 and the instructions thereon.

**§ 244.18 Corporate and securities data, investments in other companies (Schedule G-2).**

(*Concluded on Next Page, Column 3*)

## *Current Net Advisory Rates for War, Strikes, Riots, Etc. Generally in Use in American Marine Insurance Markets for Mail & Air Shipments*

**(Excluding all Shipments via Egypt, Israel, Syria, Lebanon, Jordan, Cyprus, China, Korea, Indo China or Indonesia)**

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All other interests..... 2½¢%

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| **United States, Canada, West Indies, Central America, Mexico and South America:** | | |
| **To or from:** | | |
| 1. (A) British Isles, Eire, Greenland, Iceland, Denmark, Norway, Sweden, France, Holland, Belgium, Luxembourg, Portugal, Spain, Switzerland, Italy | ½¢% | 2½¢% |
| (B) Finland, Germany (exc. Berlin), Austria, Trieste | 1½¢% | 5¢% |
| (C) Czechoslovakia, Romania, Bulgaria, Yugoslavia, Albania, direct shipments only | 10¢% | 20¢% |
| (D) Greece, Turkey | 2½¢% | 5¢% |
| 2. (A) Africa, except Egypt | 1½¢% | 2½¢% |
| 3. (A) Afghanistan | 3¾¢% | 7½¢% |
| (B) India, Pakistan, Ceylon | 2½¢% | 5¢% |
| (C) Burma | 5¢% | 10¢% |
| 4. Australasia, Guam, Samoa | ½¢% | 2½¢% |
| 5. (A) Malaya, Thailand, Hongkong and Kowloon, Formosa | 3¾¢% | 7½¢% |
| (B) Philippines, Japan, Okinawa | 1¢% | 5¢% |

**C—Ordinary Parcel Post, Government Insured Parcel Post, Ordinary Mail (excluding Air Mail)**

Cargo Schedule Rate

**D—Express—(Excluding Air Cargo)—Charge Cargo War Risk Schedule Rates.**

# BOOKS

**General Climatology** (Prentice-Hall, Inc.; 465 pages; $10.60), by Howard J. Critchfield, is a comprehensive story of the climates of the world, explaining in understandable terms the relationship between weather and agriculture, housing, water resources, industry, etc. An up-to-date volume, it approaches this fascinating subject from the standpoints of weather's physical properties and regional differences, and as a "means of improvement of our well-being."

The 49th State is given a rather different sort of tribute in D. A. Noonan's collection of light verse, **Alaska, the Land of Plenty** (Pageant Press; 162 pages; $3.95). A personal declaration of love for "our own Beautiful Land of the Midnight Sun."

There's a series of European travel guides around which deserves your close attention. Prepared with the cooperation of the editors of *Holiday* and published by Random House, each of the guides sells for $1.00. Running to 128 pages, each book provides a detailed account of the region to which it is devoted, covering history, territorial descriptions, points of interest, costs, hotels, transportation, useful phrases with translations and phonetic spelling, etc.—useful little volume to slip into your coat pocket. Well-illustrated. Titles are: **Britain; Spain; Scandinavia; Italy; France; Florence and the Hill Towns; London; Paris; The Riviera and Southern France.**

And here's the 1960-61 edition of **Fielding's Travel Guide to Europe** (William Sloane Associates; 1,064 pages; $5.95), which always rates high in this column. Temple Fielding, as usual, leaves nothing to the imagination. It anticipates every need of the traveler. This year the author has endowed his volume with the most extensive revisions in its 13-year career. (". . . The Jet Age is no longer a promise. It is here. That's why this 1960-61 edition . . . is such a very special one.") Highly recommended to those Europe-bound. It will return in savings many times the book's cost.

Edited by O. S. Akhmanova, the new and comprehensive Russian-English, English-Russian Dictionary (Ottenheimer Publishers, Inc.; 1,024 pages; plain cover, $3.95; thumb-indexed, $4.95) has the happy recommendation of authoritativeness and economy. Approximately 60,000 entries.

We commend to you J. Bartlet Brebner's history, **Canada** (University of Michigan Press; 553 pages; $10.00). Aimed at non-Canadians "who have wondered how it happened and where Canada's strength came from," this volume is required reading for those with even passing curiosity about our neighbor to the north. *Canada* is a major and successful effort, reaching across the long centuries of vivid history to the Atomic Era, pointing up the extraordinary character of the country, "a standing rebuke to the habits in Americans and Britons, her close partners, of taking her for granted."

Martin Caidin, prodigious writer on aviation subjects, is the author of **Let's Go Flying** (E. P. Dutton & Co., Inc.; 214 pages; $3.95). A book for people who want to fly, it provides a private flying guide which is both chatty and informative. All the fundamentals written in clear-cut language. Good job.

**The Big Pink Kite** (John Day Co., Inc.; 288 pages; $4.00) is about one, Paul Wheeler, a railroad telegrapher with big intentions, who moves from one misfortune to another in his quest for success and the wherewithal to keep his family going. It takes place in the Midwest in the first decade of this century. A regional story of a naive soul out of his depth, cleanly told.

Leslie Bain was one of the very few Western journalists in Hungary when the revolt erupted in 1956. His **The Reluctant Satellites** (Macmillan Co.; 333 pages; $3.95) is an incisive eyewitness account, not only of the Hungarian "incident," but of conditions in Central Europe which formed the grey prelude to the explosion in Budapest. Bain goes even beyond the revolt, describing "a few waves of the vast backwash churning in the wake." A trained observer, Bain concentrates, for the most part, on "unarmed man in revolt or in process of revolt." Timely, especially in these post-summit days.

All the pieces in Joseph's Mitchell's **The Bottom of the Harbor** (Little, Brown & Co.; 243 pages; $3.95) have appeared in the *New Yorker*, which speaks for their excellence; and all of them are connected with New York City or the waters around it, which speaks for their interest. Fulton Street Fish Market, a Staten Island community settled by Negro oystermen in the last century, the wrecks in New York waters, poaching in polluted fishing grounds there, are some of the subjects Mitchell has turned his highly entertaining pen to. Incidentally—or should one say, essentially—what a likable man he himself evidently is!

Joy Adamson is the wife of a game warden in Kenya. In 1956 he was forced to kill a lioness in self defense. She left three cubs, one of which the Adamsons reared as a pet. For three years this remarkable creature, Elsa, lived with them with all the trust and affection of any ordinary domestic pet. Mrs. Adamson tells the story in **Born Free** (Pantheon Books, Inc.; 221 pages; $4.95), the conclusion of which relates how, having deliberately taught Elsa to kill and fend for herself, they restored her to the wild environment from which she came. Now mated, she still gives her foster parents a rapturous welcome when they camp near her. A fascinating and unique book.

C. P. Snow, who is one of England's most distinguished novelists, has produced a masterly study of personalities in conflict over a matter of justice in **The Affair** (Charles Scribner's Sons, 374 pages; $4.50). A young scientist at Cambridge University has been dismissed because of alleged scientific fraud. When his case is reopened, the ensuing moral and political upheaval rocks the college to its foundations. The book is slow in pace, but richly absorbing in content.

Simply put, Paul Stanton's **Call Me Captain** (William Morrow & Co.; 253 pages; $3.50) is a light-hearted story about a commercial pilot, would-be airline captain, complemented in its writing by a light-hearted author. Dick Saracen's various agonies, complicated by a swelling ego (among other personal characteristics), give the story its particular zest. Stanton has his rogue of a pilot bearing down on that elusive captaincy on wings of fun. Good summer fare.

In **The Deathmakers** (Simon & Schuster; 280 pages; $3.95), Glen Sire has produced a tough, brutal shocker of a war novel—or, better still, an anti-war novel. Taking place in the final days of the last war in Europe, with Germany already on her knees, the reader is held taut by a strange "duel" between an American captain and a German officer. Sire's other characters are fascinating, underlining the ruthlessness and insanity of war. War scenes are outstanding.

Plenty happens in Harry Barba's novel, **For the Grape Season** (Macmillan Co.; 246 pages; $4.50). There's no want for plot. Basically this is the tale of a group of Armenian migrant workers who come to Barstowe in Vermont to harvest grapes. Now picture rock-ribbed Vermonters up against these exuberant foreigners—and that's the beginning. Many incidents clutter the progress of the story, but Barba's heart-warming message comes through.

(*Concluded on Page 42*)

# PART 244

(*Continued from Page 39*)

(a) The schedule relating to corporate and securities data and investments in other companies, which is designated as Schedule G-2 of CAB Form 244, shall be prepared as of December 31 of each year and filed with the Board as provided in § 244.10.

(b) Schedule G-2 shall reflect the exact name of the forwarder and, as applicable, the date and place of incorporation, date of charter termination, the date and place of annual meetings, and a complete statement of any corporate change and a description of any outstanding options to purchase the reporting forwarder's securities. This schedule shall also reflect the holdings of the reporting forwarder in other companies. The above-mentioned information shall be reported as specifically indicated by Schedule G-2 and the instructions thereon.

**§ 244.19 Statement of insurance coverage (Schedule I).**

(a) The statement of insurance coverage, which is designated as Schedule I of CAB Form 244, shall be prepared as of June 30 and December 31 of each year and as of all other times when a change occurs in the insurance, self-insurance or surety bond previously reported to the Board by a freight forwarder, and shall be filed with the Board as provided in § 244.10.

(b) Schedule I shall reflect the reporting forwarder's cargo and public liability insurance coverage under a policy, self-insurance plan, and/or surety bond as required by Parts 296 and/or 297 of this chapter. The information to be reported is further described in Schedule I.

**Subpart C—Annual Reports by Cooperative Shippers Associations**

**§ 244.20 Annual report.**

(a) Each cooperative shippers association shall file CAB Form 244A[3] entitled "Annual Report of Cooperative Shippers Associations" in accordance with the requirements of this part and the instructions set forth in said form which is made a part thereof and annexed hereto.

(b) The aforesaid report shall be filed annually and in sufficient time so as to be received by the Board within forty-five (45) days after the termination of the prescribed period. All documents filed in connection with the report shall be considered a part thereof and included within the certification pertaining to the report. The report shall be addressed to the Board, attention of the Office of Carrier Accounts and Statistics.

(c) This report shall contain a description of the association, the identities, and interests in the association, of its officers and directors, the identities and holdings in the association of persons with more than a five percent interest therein, investments of the association, amount of revenue earned and/or received, and the total number of shipments received during the year for carriage by air. These items shall be shown as more fully set forth on the aforesaid report form.

**Subpart D—Effective Date**

**§ 244.30 Filing of reports.**

Part 244 as here amended shall become effective July 1, 1960 and shall first apply to the report due within 45 days after December 31, 1960: *Provided, however,* That, (a) Any Statements of Insurance Coverage, which may be due to be filed after June 30, 1960, shall be prepared and filed pursuant to the instant revision of this Part 244; and (b) the report due within 45 days after June 30, 1960, shall be prepared and filed with the Board pursuant to the provisions of this Part 244 which became effective March 27, 1959.

[3] *CAB Form 244A, filed as part of original document, may be obtained from the Publications Section, Civil Aeronautics Board, Washington 25, D. C.*

## NEW EQUIPMENT

*(Continued from Page 36)*

clamping feature is used or can handle unit loads on pallets, skids, platforms or bins when lifting arms are used as conventional forks, it was reported. All controls for operating the clamping arms, which can be held firmly at any position of closure, are conveniently located at the drivers compartment.

A revolutionary new principle in the vertical movement of packaged or unit commodities is employed by the new Escaveyor, recently introduced by the Standard Conveyor Company. It has the continuity of a belt conveyor and loads and unloads itself simply and automatically. The only machine of its type on the market today, Escaveyor is described as "so compact it actually takes less floor space than a monostrand or straight lift conveyor."

Fast, compact, continuous and self-loading, it is claimed that Escaveyor generally costs less to purchase and install than other types of vertical conveyors. It is claimed to be "ideal for vertical movement of commodities in buildings in which freight elevators are too slow and lack of space prohibits installation of ordinary inclined conveyors. It may be used in up-service, down-service, or be made reversible." Standard said that the basic new principle used in this machine provides horizontal flights for carrying which fold automatically to assume a space-saving vertical position for the return trip. It is available in a wide range of capacities to suit particular needs.

The Rapids-Standard Co., Inc., has announced development of a new Live Roller APC (adjustable pressure) conveyor to supplement the established APC wheel-type conveyor line. Designated Model 1250, the new Live Roller conveyor reportedly handles larger, wider, heavier and more diversified types of material. These include cans, drums or other chimed bottom containers and wooden crates or pallets with bottom slats and materials with flat rigid surfaces. A selection of eight frame widths, up to 36", is available with the Live Roller APC model, the company stated. Rollers are set high to convey packages wider than the roller sections. Maximum loads of 100 pounds per running foot are possible on the increased carrying surface of the rollers. The manufacturer's announcement added:

"Like the Wheel APC conveyor, the Model 1250 series enables units of material to accumulate to any number with minimal line pressure. When the line is released, the units 'singulate' by 'peeling off' individually rather than as a continuous line. Accumulation is achieved through a series of trigger rollers linked to a series of pressure rollers. Trigger rollers are set high and pressure rollers are set below the drive belt. When a unit stops over a trigger roller, depressing it, the connected pressure roller lowers and the drive belt drops away from carrier rollers. Other oustanding features of the Live Roller APC model are that individual items can be easily removed or inserted at any point along the line and transfer areas with positive drive can be arranged without special sections or the addition of parts."

Valley Craft Products, Inc., has announced a drum and barrel truck, which is said to make it possible for one operator easily to place heavy drums on pallets. Designated Ezy-Rol Barrel Cart, the manufacturer states that the design of this truck allows the barrel to be carried at pallet height so that in one forward motion the drum can be placed on a pallet with a minimum of operator effort. It is also said that drums can be safely lowered from pallets with this cart.

The manufacturer said that although an extra set of wheels is primarily used on this truck to facilitate pallet loading, the four wheels do carry the entire load thereby greatly reducing operator effort when moving heavy drums. The hazard of moving heavy drums down ramps or steep inclines can also be eliminated with this truck, it is claimed, as it is available with two-wheel safety brakes which give the operator complete control of the load. The main frame of this barrel truck is constructed from heavy steel tubing with a 1" diameter replaceable axle. It is also available in aluminum where light weight is a factor such as in delivery service. Wheels are equipped with ball bearings to provide an easy roll regardless of temperature or weather conditions. Solid rubber tires or pneumatic wheels are optional.


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**33** *Reaching New Markets from a Business Base in Belgium* is an 80-page color-illustrated brochure published jointly by the Belgian Ministry of Foreign Affairs and External Trade and the Ministry of Economic Affairs. It describes the advantages offered by Belgium to American manufacturers interested in expanding operations to the new mass consumer market created by the European Common Market.

**34** Shippers to the Caribbean markets will be interested in receiving a copy of the latest Memorandum Tariff of Trans Caribbean Airways. Details general commodity rates between New York and various points, as well as between various United States cities and Puerto Rico. Another chart itemizes specific commodity rates between New York and San Juan and Aruba. Pickup and delivery rates are listed also.

**35** Dimensional and engineering specifications and operational advantages of the Clarklift EC-25, 2,500-pound capacity, battery-powered fork truck are presented in a new six-page color brochure.

**36** A package of seven Case History Bulletins describing paper-handling techniques with materials handling equipment by major printing or paper warehousing suppliers is offered by Lewis-Shepard Products, Inc.

**37** *HMA-300 Standard Specifications for Manually Lever-Operated Chain Hoists*, a six-page booklet which contains tables and recommended minimum standards on lever-operated-type hoists of ratchet and pawl design and lead brake design using roller or link coil chain.

**38** A highly detailed Memorandum Tariff for transatlantic air shipments, from and to hundreds of cities of the United States, Canada and overseas, has been prepared by Alitalia. It reflects the new specific commodity rates which went into effect in April, as well as the additional weight break for general commodities. A file folder for the safe-keeping of the tariff, details the dimensional limitations of cargo for seven types of aircraft.

## *Please Read This*

Items are offered in *Come 'n' Get It* for three consecutive months. Added this month are items Nos. 51 to 55.

*Items generally remain available for approximately three months after the last time of publication, but may be withdrawn earlier.*

**39** Interested in air freight charters? Here is a brochure by the Flying Tiger Line which will give you some new ideas on the subject. Volume shippers (whether shipping by air at the present time or not) should find this informative.

**40** Here is a new folder which provides a photographic, step-by-step story of how Signode's adjustable master container, Adjusta-Pak, is put together from eight corner sections. Used for a wide variety of commodities.

**41** A new six-page folder provides a comprehensive analysis of Elwell-Parker's line of industrial trucks for die handling.

**42** Available now is Sabena's air freight Memorandum Tariff listing the new specific commodity and general commodity rates for North Atlantic movement.

**43** Half a dozen capsule case histories are featured in a Delta Air Lines folder which shows how to "move mountains of merchandise" economically and profitably.

**44** Elkay Products, manufacturers and distributors of moving and storage equipment, has released its new 92-page catalog which lists 1,100 items, including pads, dollies, hand trucks, straps, etc.

**45** Still using postage stamps? We suggest that you read Pitney Bowes' illustrated color booklet, *How to Talk Yourself Out of a Good Thing*. Makes good reading as well as points up valuable information.

**46** An Industrial Portfolio by Speedry Products will give you some new insight on how to eliminate antiquated methods in making, stamping and stenciling your shipments. Includes information on the Magic Marker which dries instantly, is waterproof, and will adhere permanently to any surface.

**47** A new 12-page brochure, *First in Imagination . . . First with Reality*, by Automatic Transportation Co. includes a discussion on how a lift truck is born, from idea to the actual product.

**48** We think you'll go for Precision Equipment's *Laugh Book*. Executives seeking a joke or a laugh-line for that public address or luncheon speech will find this extremely handy, as well as mirth-provoking. Features cartoons and "Heard in the Locker Room" jokes. Pocket-size.

**49** Sample issue of the *American Import & Export Bulletin*, monthly magazine devoted to international trade. Features articles, customs information, import and export trade opportunities, statistics, etc.

**50** *Air France Diary*, 12-page reprint of an exclusive article originally published in *Air Transportation*. Here is an on-the-spot survey and report of the French airline's cargo operations in Europe and North Africa.

**51** A handsomely produced wall map of the world in color, showing the routes of Swissair. Measures 44" x 19". Well-detailed. On its reverse side it contains illustrations of and information about the various types of aircraft operated by the airline.

**52** New 16-page booklet on powered steel strapping tools designed to make the application of strapping easier, faster, and more uniform. Illustrations show how powered tools have increased packaging speed, reduced operator fatigue, and produced more secure packages.

**53** Mexicana Airlines has produced a folder which features a compilation of interline routes between 32 United States points and Mexico City.

**54** Here is the 1960 edition of the New York State Airport Map. Wall-size (21" x 28"), it lists 285 airports, heliports, and seaplane bases, locating the landing facilities in relation to county lines, principal waterways, cities and villages of at least 1,000 population, and small air-marked communities. It identifies municipal, privately owned, and military airfields, seaplane bases, heliports and flying farmer airstrips.

**55** Complete analysis of Detecto's latest Automatic Cargo Weighing and Handling System, which is designed to expedite the flow of cargo traffic while maintaining inventory control.

## BOOKS

(*Continued from Page* 40)

There is full sweep in William Blake's novel, **We Are the Makers of Dreams** (Simon & Schuster; 342 pages; $4.95). The narrator paints an absorbing picture of Europe's crumbling peace, before and during World War II, employing an unusual assortment of characters who strongly move in and out of kaleidescopic scenes over a wide canvas. A vigorous novel, it is deeply human and (through the narrator) idealistic. Speaking of idealists, he says: "They are always miserable, but they never surrender."

**Wolfpack** (Dodd, Mead & Co.; 183 pages; $3.50), by William H. Hardy, is a brisk naval story which takes place about a year before World War II's end. Here are three American subs out for the kill: a Japanese convoy has been sighted. The subs are commanded by men of divergent character. This is the heart of the story, coloring the many pages of action with raw human conflict. Hardy's crisp dialogue lends punch to *Wolfpack*.

John Holbrook Vance has moved into the mystery field with his novel, **The Man in the Cage** (Random House; 219 pages; $2.95), and comes off well with a suspenseful, action-packed yarn of an American embroiled in some international highjinks. Tangier is the locale, and Vance makes the most of this favorite stamping ground of writers. A topical adventure story that carries a wallop.

**The Wilderness Road** (Roy Publishers; 300 pages; $3.50), by Andrew Davidson is not distinguished by any new departure in the historical novel. It is, nevertheless, a smooth-reading adventure story laid in pre-Revolutionary days. Characters are at once recognizable, moved along by good action scenes.

If you're one of the "not-too-neurotic" businessmen, Dr. Edmund Bergler, a psychoanalytic psychiatrist, has penned his newest book for you. It's **Tensions Can Be Reduced to Nuisances** (Liveright Publishing Corp.; 239 pages; $4.95), a technique for self-help.

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